

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

HELP WANTED SITUATIONS WANTED

Advertisements under these two headings will be published free of charge in the MANUFACTURERS' RECORD. Such advertisements must not exceed four lines, or about twenty-five words, and four consecutive insertions will be given in our columns without charge. Replies addressed in our care will be forwarded to advertisers. The extended circulation of the MANUFACTURERS' RECORD and the care with which its pages are read make this opportunity one of exceptional value. We offer it freely to our patrons and friends, and ask them to make liberal use of it.

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VOL. XXII.
No. 19.

\$4.00 per year.
Single Copy
10 Cents.

Baltimore, December 9, 1892.



THE JAMES SMITH WOOLEN MACHINERY CO.

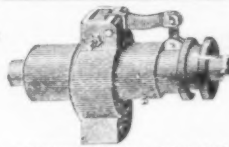
WOOLEN MACHINERY AND CARD CLOTHING OF EVERY DESCRIPTION,
SHAFTING, HANGERS, PULLEYS AND FRICTION CLUTCHES.

Hub Friction Clutch Pulleys will run 1,000 Revolutions.

Made in sizes from 2 up to 1,000 horse-power.
More than ten thousand in use.

411 to 421 Race Street,

PHILADELPHIA, PA.



SPECIAL NOTICE.

BRANCH OFFICES:

1149 Queen Victoria St., London, E. C. 4, Eng.
100 W. Washington St., Chicago, Ill.
201 St. John's Street, Montreal, Can.
201 Congress St., Boston, Mass.
60 N. Fourth St., St. Louis, Mo.
26 W. Water St., Cleveland, Ohio.

Two handsome photo-engraved display sheets entitled
"RECENT IMPROVEMENTS IN AIR COMPRESSORS,"
"RECENT IMPROVEMENTS IN ROCK DRILLS,"

mailed free to any one who will cut out this advertisement and mail it to us with his name and address.

THE INGERSOLL-SERGEANT DRILL CO., NO. 10 PARK PLACE, NEW YORK.

The BROWN HOISTING & CONVEYING MACHINE CO., CLEVELAND, OHIO, U. S. A.

MANUFACTURERS AND SOLE PROPRIETORS OF THE PATENTS, APPLICATIONS AND DESIGNS UNDER WHICH THE BROWN HOISTING AND CONVEYING APPARATUS AND VARIOUS TRAMWAYS FOR IT ARE BUILT.

NEW AND COMPLETE LABOR-SAVING SYSTEMS FOR HANDLING OF MATERIALS OF ALL KINDS. MACHINERY SPECIALLY ADAPTED FOR HANDLING PHOSPHATE.

The Brown Patent

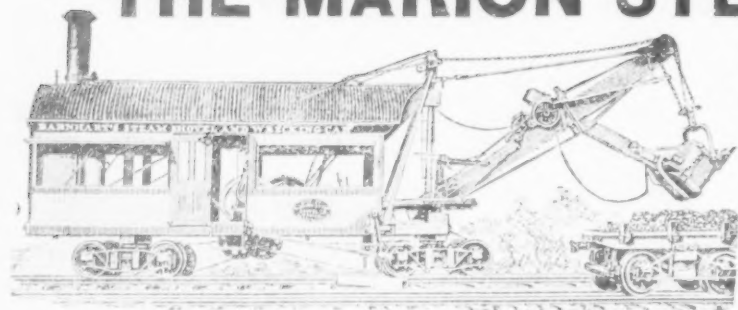
Cable Tramway System.
Suspended Beam Tramway System
Bridge Tramway System.

Shed Tramway System.
Warehouse Tramway System.
Sewer Machine Tramway System.
Continuous Elevated Tramway System

THE FAYETTE-BROWN PATENT AUTOMATIC FURNACE HOIST.

THE MARION STEAM SHOVEL CO.

MANUFACTURERS OF

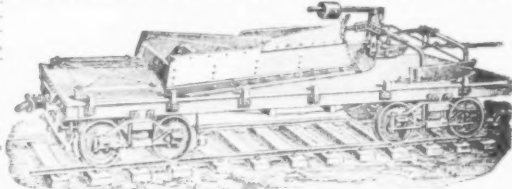


Barnhart's Steam Shovels, Dredges, Ditching Dredges, Railroad Ditchers, Wreckers, Ballast Unloaders, &c. Our Steam Shovels are largely used on Railroads and by Contractors, Brick Manufacturers, and in excavating Iron Ore, Handling Stock Ore, Stripping Coal Fields and Stone Quarries, and are a most desirable machine for any use where excavating machinery can be used. All of our machines are guaranteed to give entire satisfaction; otherwise may be returned at our expense. For illustrated Catalogue, Photographs, and any further information desired, address

THE
Marion Steam Shovel Co.

801 WEST CENTRE ST.

Marion, Ohio.



BARNHART'S BALLAST UNLOADER. No center rib or leader is required.

THE SOUTHERN SAW MFG. CO.

ATLANTA, GA.

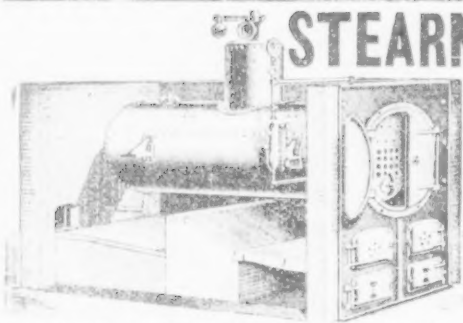
Manufacturers of

Highest Grade Saws

Also Dealers In Saw Mill Specialties.

OUR INSERTED TOOTH SAWS have been thoroughly tested on all feeds and in all kinds of timber. Saw mill men concede it to be the strongest and easiest adjusted on the market. We guarantee price and quality.

Prompt Attention Given to All Kinds of Repair Work and Satisfaction Guaranteed.
Write for Catalogue and Prices.



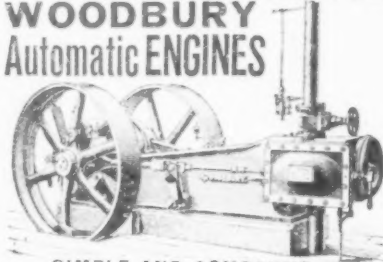
BOILERS OF ANY SIZE FOR ANY DUTY.

STEARNS MANUFACTURING CO., Office and Works, ERIE, PA.

COMPLETE POWER PLANTS FOR
ELECTRIC LIGHTING, STREET RAILWAY
and MANUFACTURING PURPOSES.

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CHICAGO, - 1120 The Rookery.
SAN FRANCISCO, - 29 and 31 Spear St.

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MINNEAPOLIS, MINN. - T. M. Maguire, 21 Syndicate Block.



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CONDENSING OR NON-CONDENSING.

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Save Steam. Avoid Condensation. Do away with Cracking and Drying of Woodwork in Factories
or on board Steamers, Tugs, etc., by using the



MAGNESIA SECTIONAL PIPE AND BOILER COVERINGS.

IN USE IN NAVY AND PUBLIC BUILDINGS.

BARR STEAM PUMPING MACHINERY FOR WATER WORKS AND ALL PURPOSES.



STEAM BOILERS, CORLISS ENGINES, HEATERS AND INJECTORS.

Clean Your Boiler Tubes with Abrams Expansion Flue Brush.

Write ST. LOUIS STEEL WIRE BRUSH CO
ST. LOUIS, MO., for Circular.



CLASSIFIED INDEX OF ADVERTISERS.

FOR "ALPHABETICAL INDEX" SEE PAGE 42.

Acid Chambers.

Charleston Lead Co., Charleston, S. C.
Herman Poole, New York, N. Y.
Valk & Murdoch Iron Works, Charleston, S. C.

Air Compressors.

M. C. Bullock, Mfg. Co., Chicago, Ill.
Ingersoll-Sergeant Rock D. Co., New York, N. Y.
Morris Machine & Iron Co., Dover, N. J.
Rand Drill Co., New York, N. Y.
Sullivan Machinery Co., Chicago, Ill.

Anti-Friction Metals. [See *Phosphor-Bronze*.]

Paul S. Reeves, Philadelphia, Pa.
Amer. Imp. Anti-Friction Metal Co., Mobile, Ala.

Architects.

Collins & Hackett, Staunton, Va.
Edward Barrath & Co., Chicago, Ill.
Teague & Mayre, Newport News, Va.
A. G. Bauer, Raleigh, N. C.
Gustaf Bottiger, Winston, N. C.
D. G. Zeigler, Charleston, S. C.
Charles H. Read, Richmond, Va.
Wilson & Huggins, Roanoke, Va.
Griswold & Nunan, Owensboro, Ky.
C. R. Makepeace & Co., Providence, R. I.
Lockwood, Greene & Co., Boston, Mass.
Drew, Baldwin & Co., New York, N. Y.

Architectural Iron Work.

Covington Machine Co., Covington, Va.
E. M. Hopkins, Savannah, Ga.
Toledo Wire & Iron Works, Toledo, O.
Cushman Iron Co., Roanoke, Va.
Champion Iron Co., Kenton, O.
J. E. Bolles & Co., Detroit, Mich.
Fred. J. Meyers Mfg. Co., Covington, Ky.
T. H. Brooks & Co., Cleveland, O.
P. Duvinage & Co., Brooklyn, N. Y.

Artesian Well Tools and Supplies. [See *Well Tools and Supplies*.]**Babbitt Metal.** [See *Anti-Friction Metal*.]**Bankers and Brokers.**

Thomas P. Worrall, Philadelphia, Pa.
F. B. S. Morgan, Cleveland, O.
N. W. Harris & Co., Chicago, Ill.
L. Breckinridge Cabell, New York, N. Y.
Godfrey & Train, New York, N. Y.
Hopkins, Dwight & Co., New York, N. Y.
Edward Morton & Co., New York, N. Y.
Exchange Banking & Trust Co., Charleston, S. C.
von Hemert & Co., Roanoke, Va.
John L. Williams & Son, Richmond, Va.
Middendorf, Oliver & Co., Baltimore, Md.

Barrel Machinery. [See *Woodworking Machinery*.]

E. & B. Holmes, Buffalo, N. Y.

Bath Tubs.

Haines, Jones & Cadbury Co., Philadelphia, Pa.

Bearings.

N. American Metal Co., Long Island City, N. Y.

Belting.

Meridian Fdy. & Mch. Shops, Meridian, Miss.
N. Y. Belt & Pack Co., Ltd., New York, N. Y.
E. M. Freese & Co., Galion, O.
Cameron & Barkley Co., Charleston, S. C.
Henry Popham & Son, East Newark, N. J.
Main Belting Co., Philadelphia, Pa.
Chesapeake Belting Co., Baltimore, Md.
Gandy Belting Co., Baltimore, Md.
Shultz Belting Co., St. Louis, Mo.
Smith-Courtney Co., Richmond, Va.
H. W. Caldwell & Son Co., Chicago, Ill.
American Supply Co., Providence, R. I.

Belting. (Chain.)

H. W. Caldwell & Son Co., Chicago, Ill.
F. H. C. Mey, Buffalo, N. Y.
Jeffrey Mfg. Co., Columbus, O.
Link-Belt Engineer'g Co., Nicetown (Phila.), Pa.

Belt Lacing.

American Supply Co., Providence, R. I.
Henry Popham & Son, East Newark, N. J.
Shultz Belting Co., St. Louis, Mo.
Bristol's Mfg. Co., Waterbury, Conn.

Blinds.

Adams & Woodson, Lynchburg, Va.
Monroe Mfg. Co., Lima, O.

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N. England Vent. & Heat Co., Providence, R. I.
West & Branch, Richmond, Va.
Davidson Ventilating Fan Co., Boston, Mass.
Geo. P. Clark, Windsor Locks, Conn.
B. F. Sturtevant Co., Boston, Mass.

Boiler Appliances.

Sherwood Mfg. Co., Buffalo, N. Y.
Penberthy Injector Co., Detroit, Mich.
Jenkins Bros., New York, N. Y.

Boiler Compound.

Kehrhahn & Co., Baltimore, Md.
H. H. Mansfield, New York, N. Y.

Boiler Fronts and Fittings. [See *Boilers*.]

Vulcan Iron Works Co., Toledo, O.

Boilers. [See *Machinery*.]

Aultman & Taylor Machinery Co., Mansfield, O.
S. C. Forsaith Machine Co., Manchester, N. H.
Delbert Engineering Co., Ltd., New Orleans, La.

W. C. Leffel Co., Springfield, O.

John E. Beggs Mch. & Sup. Co., New York, N. Y.

Golley & Finley Iron Works, Lima, O.

Ravenna Boiler Works, Ravenna, O.

J. H. McEwen Mfg. Co., Ridgway, Pa.

Cameron & Barkley Co., Charleston, S. C.

Meridian Fdy. & Mch. Shops, Meridian, Miss.

Holyoke St. Boiler & Iron Wks., Holyoke, Mass.

Geo. M. Clapp, New York.

Cline Engine & Machine Co., Plymouth, O.

Harrisburg Fdy. & Mch. Works, Harrisburg, Pa.

American Well Works, Aurora, Ill.

Bass Foundry & Mch. Works, Ft. Wayne, Ind.

Geo. R. Lombard & Co., Augusta, Ga.

Geo. J. Fritz, St. Louis, Mo.

Chandler & Taylor Co., Indianapolis, Ind.

Enterprise Boiler Co., Youngstown, O.

West & Branch, Richmond, Va.

H. P. Edmond, Richmond, Va.

Struthers, Wells & Co., Warren, Pa.

Babcock & Wilcox Co., New York, N. Y.

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Greer Machinery Co., Knoxville, Tenn.

N. Y. Safety Steam Power Co., New York, N. Y.

Buckeye Engine Co., Salem, O.

Stearns Mfg. Co., Erie, Pa.

Smith-Courtney Co., Richmond, Va.

Skinner Engine Co., Erie, Pa.

Talbot & Sons, Richmond, Va.

Jas. Leffel & Co., Springfield, O.

Cleveland & Hardwick, Erie, Pa.

Dan Shea & Co., Memphis, Tenn.

Oil Well Supply Co., Pittsburg and New York.

Tudor Boiler Mfg. Co., Cincinnati, O.

Valk & Murdoch Iron Works, Charleston, S. C.

Frick Co., Waynesboro, Pa.

Sharon Boiler Works, Limited, Sharon, Pa.

Geo. W. Tift, Sons & Co., Buffalo, N. Y.

Webster, Camp & Lane Machine Co., Akron, O.

S. D. Warfield Co., Baltimore, Md.

Valley Iron Works, Williamsport, Pa.

Bolts. (Expansion.)

Isaac Church, Toledo, O.

Bolts, Rivets and Nuts.

Thomas Devlin & Co., Philadelphia, Pa.
Milton Mfg. Co., Milton, Pa.
Hoopes & Townsend, Philadelphia, Pa.

Brick.

Washington Hy. P. Brick Co., Washington, D. C.
Coaldale Brick & Tile Co., Birmingham, Ala.

Brick and Clayworking Machinery and Supplies.

Central Machine Works, Cleveland, O.
F. H. C. Mey, Buffalo, N. Y.
Kells & Sons, Adrian, Mich.
George Carnell, Philadelphia, Pa.
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C. & A. Potts & Co., Indianapolis, Ind.
Anderson Fdy. & Mch. Wks., Anderson, Ind.
H. Brewer & Co., Tecumseh, Mich.
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J. W. Penfield & Son, Willoughby, O.
Frey-Sheckler Co., Bucyrus, O.
Chambers Bros. Co., Philadelphia, Pa.
Fletcher & Thomas, Indianapolis, Ind.
C. W. Raymond & Co., Dayton, O.

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S. W. Frescoln, New York, N. Y.
American Bridge & Iron Co., Roanoke, Va.

Building Papers.

Ehret-Warren Mfg. Co., St. Louis, Mo.
Texas Coal Tar & Asphaltum Co., Dallas, Tex.

Business Opportunities.

H. Martin Brick Mch. Mfg. Co., Lancaster, Pa.
Standard Paint Co., New York, N. Y.
"Lock Box G," Spring City, Tenn.
I. T. West, Frankfort, Ky.
Bordens' Clay County Wookworking Co., Green Cove Springs, Fla.
W. R. Burgess, Sanford, Fla.
Walburn-Swenson Co., Chicago, Ill.
Irwin Tucker, Newport News, Va.
McClure & Maxwell, Knoxville, Tenn.
T. H. Sampson, New Orleans, La.
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Canning Machinery.

Daniel G. Trench & Co., Chicago, Ill.
S. D. Warfield Co., Baltimore, Md.
Niagara Stamping & Tool Co., Buffalo, N. Y.
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American Supply Co., Providence, R. I.
Brown & King Supply Co., Atlanta, Ga.
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Waters & Garland, Louisville, Ky.

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George Peacock, Selma, Ala.
Ryan-McDonald Mfg. Co., Baltimore, Md.
C. W. Raymond & Co., Dayton, O.
C. & A. Potts & Co., Indianapolis, Ind.

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Covington Machine Co., Covington, Va.
Crown Smelting Co., Chester, Pa.
Phosphor-Bronze Smelt. Co., Ltd., Philadelphia.
Paul S. Reeves, Philadelphia, Pa.

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Howard-Harrison Iron Co., Bessemer, Ala.
Vulcan Iron Works Co., Toledo, O.
Todd Pulley & Shafting Works, E. St. Louis, Ill.
Struthers, Wells & Co., Warren, Pa.
Manly Machine Co., Dalton, Ga.
Walker Mfg. Co., Cleveland, O.
McLanahan & Stone, Hollidaysburg, Pa.

Castings. (Malleable Iron and Steel.)

Thomas Devlin & Co., Philadelphia, Pa.
Balto. Mal. Iron & Steel Cast. Co., Balto., Md.
Chester Steel Castings Co., Chester, Pa.

Cement.

Howard Hyd. Cement Co., Chattanooga, Tenn.

Chemicals.

Standard Guano & Chemical Mfg. Co., New Orleans, La.

Chemists.

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Iron Masters' Laboratory, Warrenton, Va.
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John Sanderson, Middlesborough, Ky.
Frederic P. Dewey, Washington, D. C.
Walter M. Stein, Philadelphia, Pa.
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Ledoux Chemical Laboratory, New York.
Dr. Henry Froehling, Richmond, Va.
Herman Poole, New York, N. Y.

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C. D. Bernsee, New York, N. Y.

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J. H. & D. Lake, Hornellsville, N. Y.
Weller Mfg. Co., Chicago, Ill.
The Moore & White Co., Philadelphia, Pa.
Taper Sleeve Pulley Works, Erie, Pa.
Webster Mfg. Co., Chicago, Ill.
Walker Mfg. Co., Cleveland, O.
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Webster, Camp & Lane Machine Co., Akron, O.

Coke Ovens.

Gates Bros. & Sharp, Corinth, W. Va.
Walter M. Stein, Philadelphia, Pa.

Contractors and Builders.

Redfield Co., Little Rock, Ark.

Contractors' Machinery and Supplies.

[See *Hoisting Machinery*.]
Lidgerwood Mfg. Co., New York, N. Y.
American Hoist & Derrick Co., St. Paul, Minn.
Vulcan Iron Works Co., Toledo, O.
Marion Steam Shovel Co., Marion, O.
Bucyrus Stm. Shovel & Dredge Co., Bucyrus, O.
Contractors' Plant Mfg. Co., Buffalo, N. Y.
Ryan-McDonald Mfg. Co., Baltimore, Md.
G. L. Stuebner & Co., Long Island City, N. Y.
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Brown Hoist & Con. Mch. Co., Cleveland, O.
Webster Mfg. Co., Chicago, Ill.
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H. W. Caldwell & Son Co., Chicago, Ill.
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The Jeffrey Mfg. Co., Columbus, O.
Link-Belt Engineer'g Co., Nicetown (Phila.), Pa.

Cord. (Bell, Sash, Arc Light, Trolley, etc.)

Sampson Cordage Works, Boston, Mass.

Corrugated Iron. [See *Roofing and Siding*.]**Cotton Gin Machinery.**

Dudley E. Jones Co., Little Rock, Ark.
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Talbot & Sons, Richmond, Va.
Valk & Murdoch Iron Works, Charleston, S. C.

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Cardwell Machine Co., Richmond, Va.
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George J. Fritz, St. Louis, Mo.
Talbot & Sons, Richmond, Va.

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William Tod & Co., Youngstown, O.
Maris & Beekley, Philadelphia, Pa.
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Sprout, Waldron & Co., Muncy, Pa.
M. C. Cogswell, New York, N. Y.

Foos Mfg. Co., Springfield, O.

Talbot & Sons, Richmond, Va.

Nordyke & Marmon Co., Indianapolis, Ind.

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Copeland & Bacon, New York, N. Y.
Foos Mfg. Co., Springfield, O.
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F. D. Cummer & Son Co., Cleveland, O.
W. F. Mosser & Son, Allentown, Pa.
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James Murray & Son, Baltimore, Md.

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American Hoist & Derrick Co., St. Paul, Minn.

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A. N. Houghton, Boston, Mass.

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Vulcan Iron Works Co., Toledo, O.
Urie Dredge Mfg. Co., Kansas City, Mo.
Marion Steam Shovel Co., Marion, O.
Copeland & Bacon, Philadelphia, Pa.
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Sullivan Machinery Co., Chicago, Ill.
M. C. Bullock Mfg. Co., Chicago, Ill.
General Electric Co., New York, N. Y.

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Sullivan Machinery Co., Chicago, Ill.
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Ingersoll-Sergeant Rock D. Co., New York, N. Y.

Drills. (Twist.)

Cleveland Twist Drill Co., Cleveland, O.
Cincinnati Tool Works, Cincinnati, O.
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Stow Mfg. Co., Binghamton, N. Y.
Stow Flexible Shaft Co., Ltd., Philadelphia, Pa.
Pennsylvania Mch. Co., Ltd., Philadelphia, Pa.

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Globe Dry-Kiln Co., Meridian, Miss.
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B. F. Sturtevant Co., Boston, Mass.

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Sherwood Mfg. Co., Buffalo, N. Y.
Pancoast & Maule, Philadelphia, Pa.
Penberthy Injector Co., Detroit, Mich.

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Simpson Electric Mfg. Co., Chicago, Ill.
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H. Ward Leonard & Co., New York, N. Y.
S. D. Warfield Co., Baltimore, Md.
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Smith, Saunders & Collins, Newton, N. C.
General Electric Co., New York, N. Y.
Heisler Electric Co., Philadelphia, Pa.

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Bliss Engineering Co., Washington, D. C.
New York Equipment Co., New York, N. Y.
G. T. Woods Mfg. Co., New York, N. Y.
H. Ward Leonard & Co., New York, N. Y.
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Electrical Eng. & Sup. Co., Memphis, Tenn.
De Lew & Bailey, Baltimore, Md.
W. J. Williams, Dallas, Texas.

Wt. 20 tons
Cap. 1500
cubic yards
per day.

VULCAN IRON WORKS CO.

The "LITTLE GIANT EXCAVATOR"
Especially well adapted for all contract work



Toledo, O U. S. A.
Manufacturers of
Dredges and
Excavators.
Boiler Fronts and
Railroad Castings.

Our "GIANT"
EXCAVATOR,
Weight 40 tons, ca-
pacity 2,000 cubic
yards per day.

Write for
Descriptive
Matter.



Dredges

For Phosphate,
Gravel, Canals,
Levees,
Harbors.

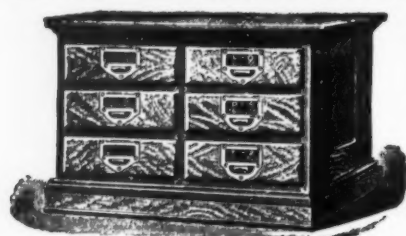
URIE DREDGE MFG. CO.

Station "A," Kansas City, Mo.

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WEIR FROG CO.
CINCINNATI O
FRED. WEIR
PRES

SOLE
MANUFACTURERS
OF
FRED. G. WEIR'S
IMPROVED RIGID & SPRING FROGS, CROSSINGS,
SINGLE & THREE THROW SPLIT SWITCHES,
FIXED & AUTOMATIC SWITCH STANDS, STEEL
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CABLE & ELECTRIC
TRACK WORK
FROGS, SWITCHES,
CROSSINGS, CURVES
RAIL CHAIRS
ETC.



WHY NOT

Make More Money?

YOU CAN DO IT

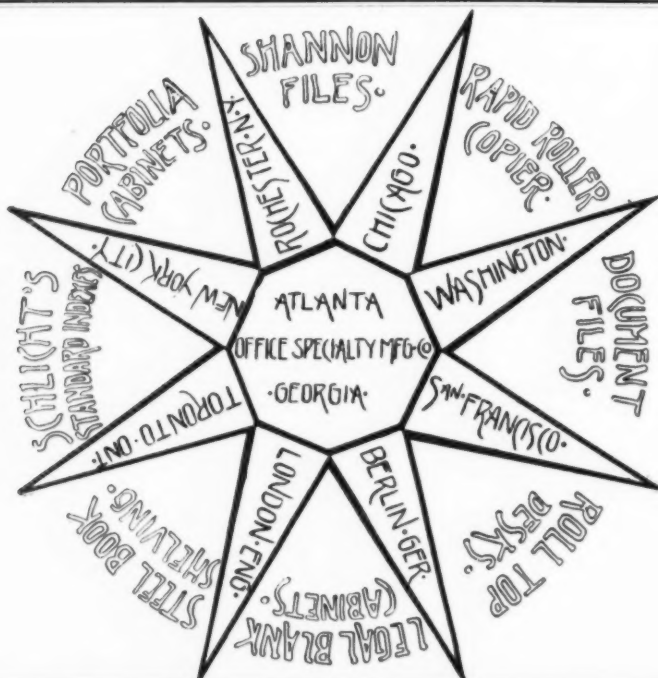
BY USING
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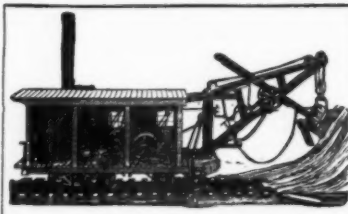
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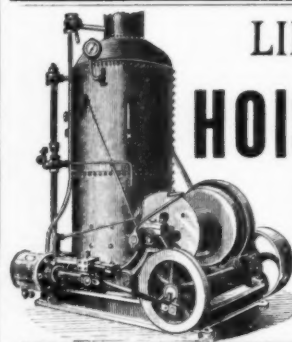


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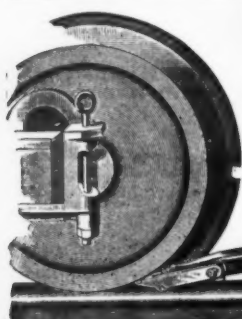
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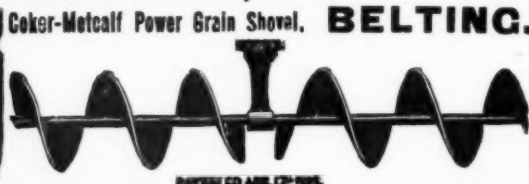
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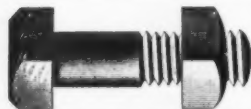
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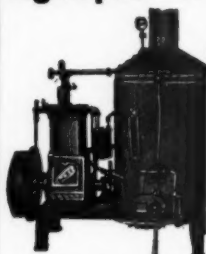
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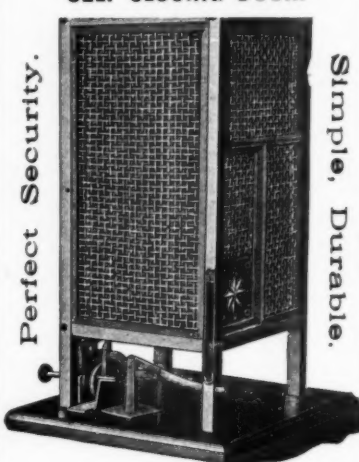
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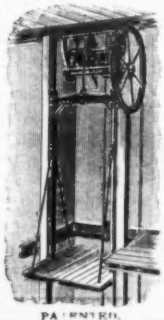
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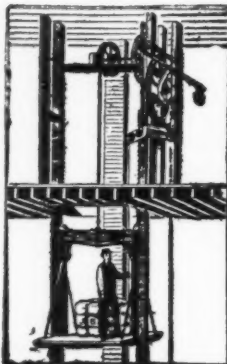
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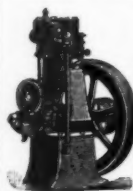


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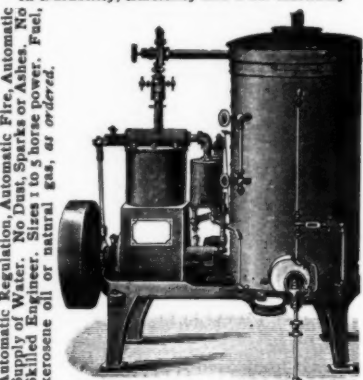
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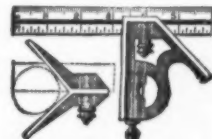
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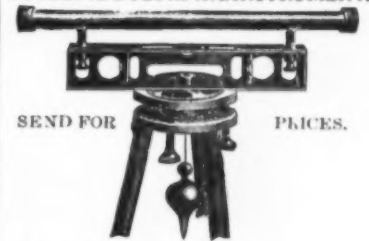


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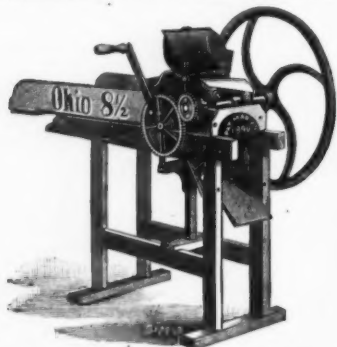


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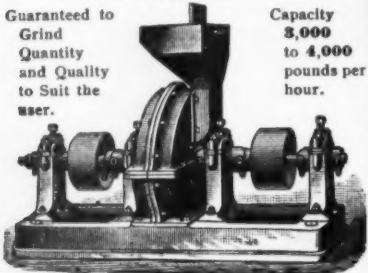
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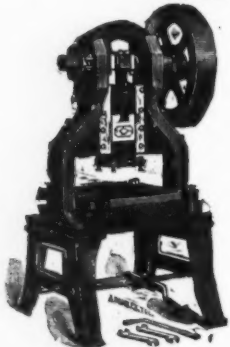
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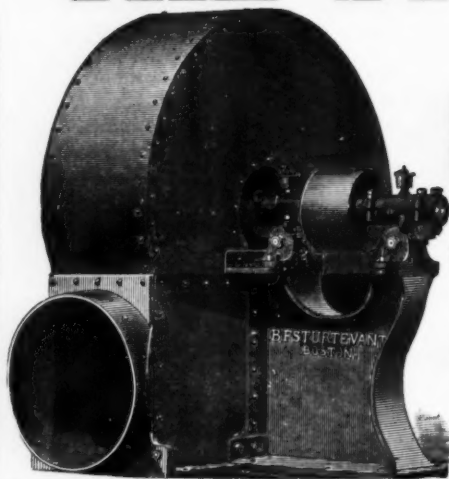
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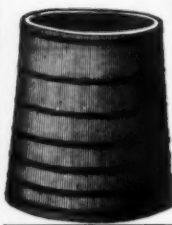
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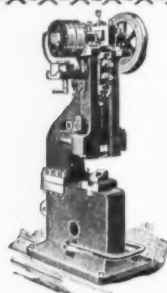
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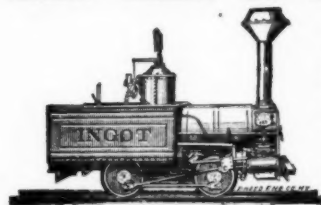
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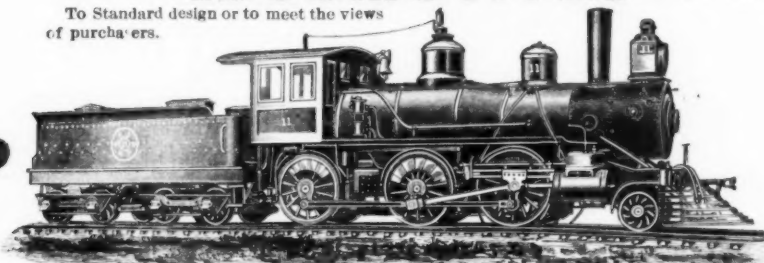


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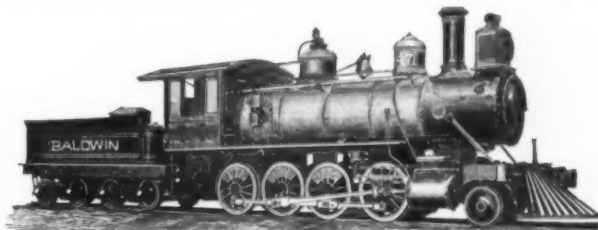
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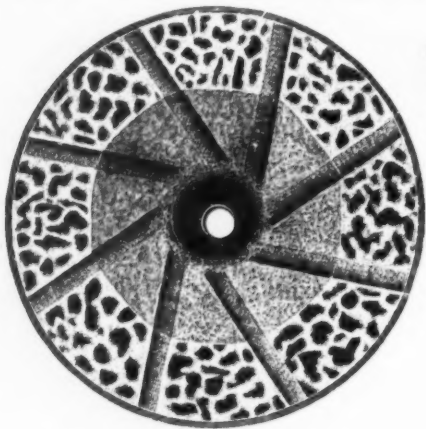
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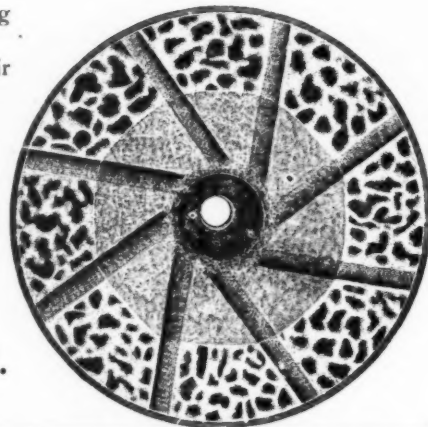
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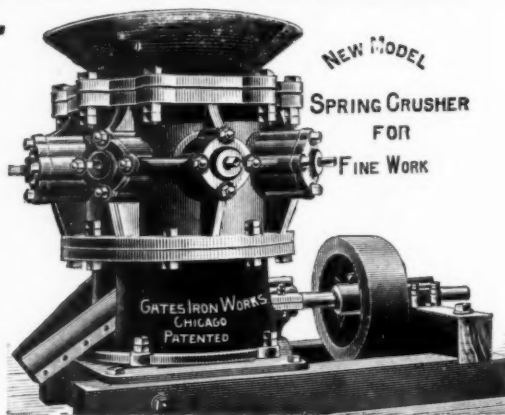
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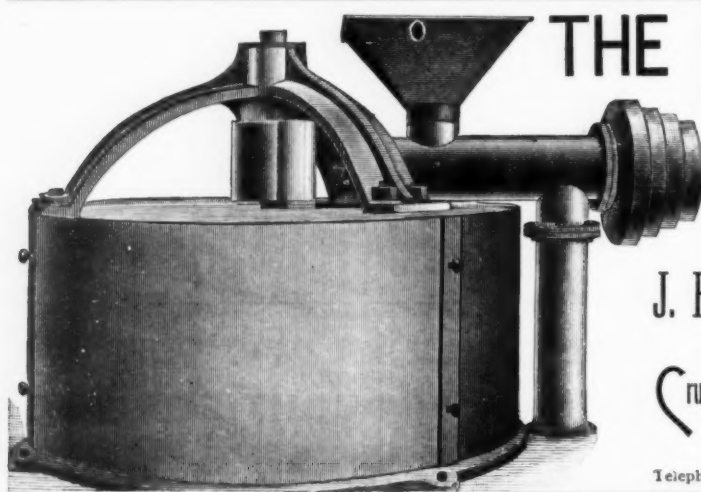


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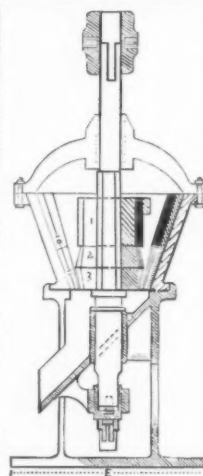
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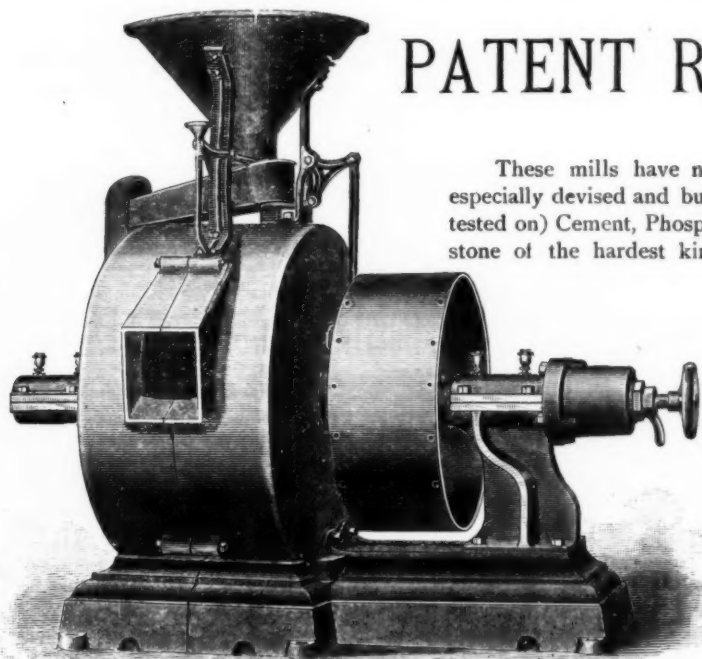
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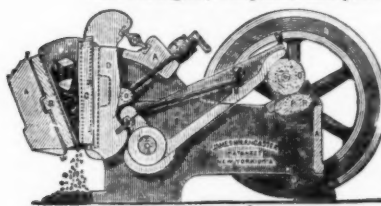
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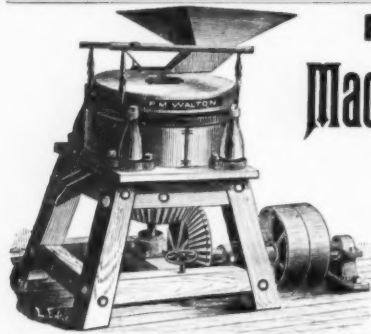
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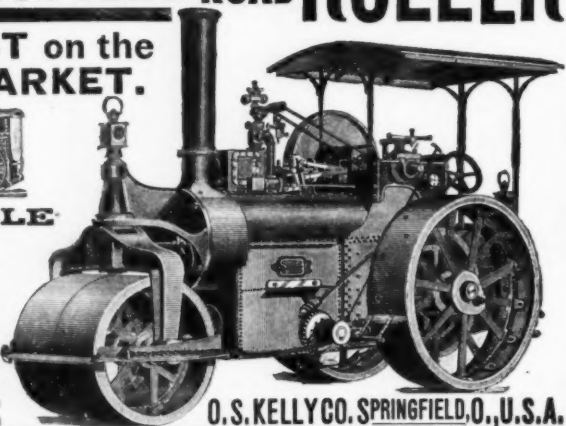
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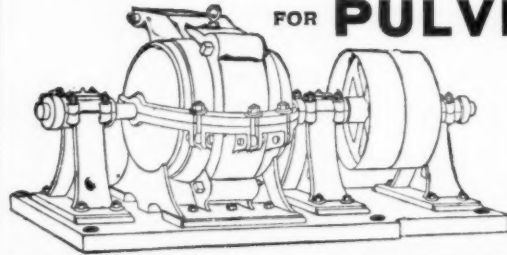


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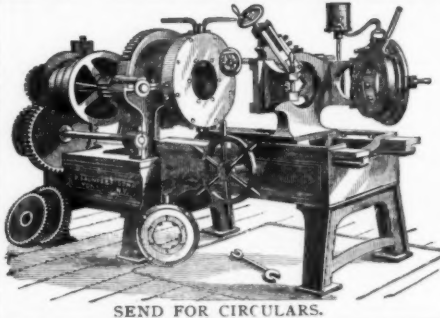
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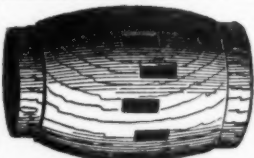


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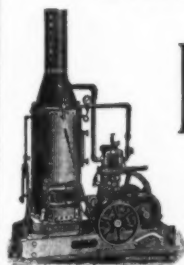
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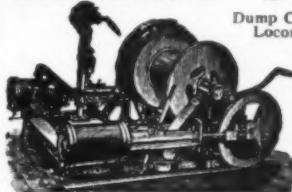
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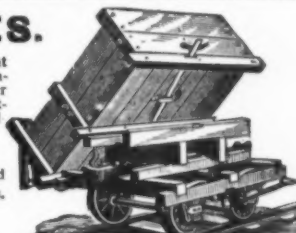
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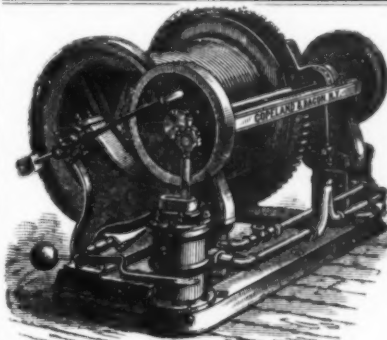


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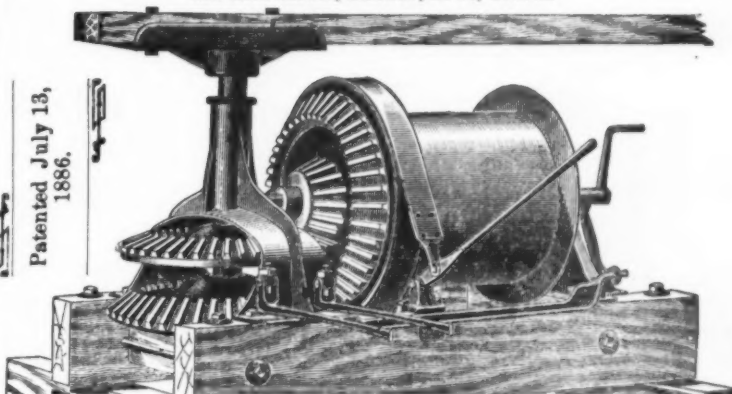
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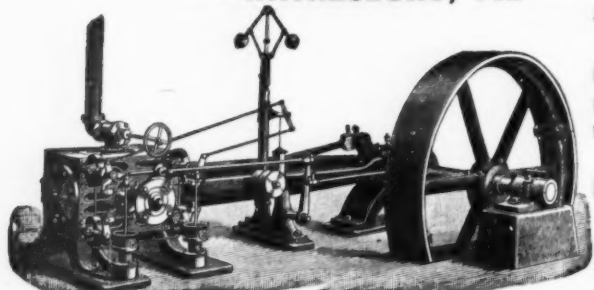
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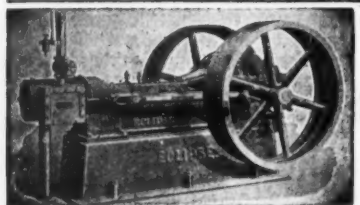
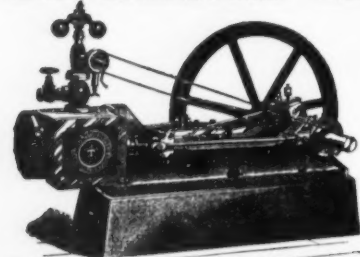
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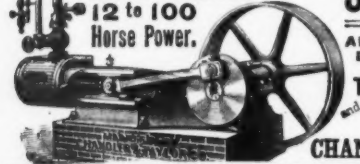
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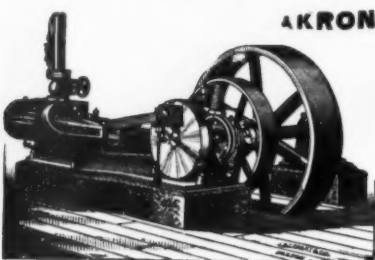
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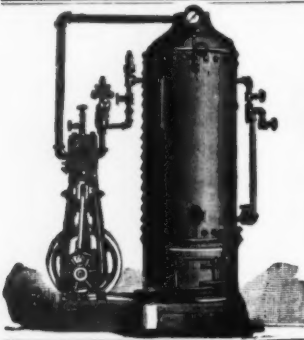
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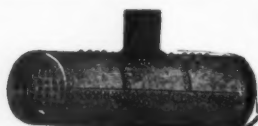
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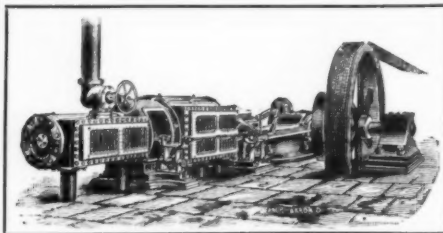
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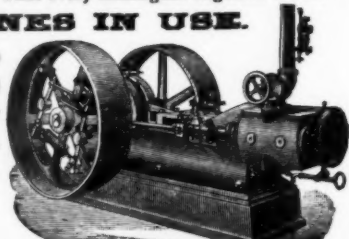
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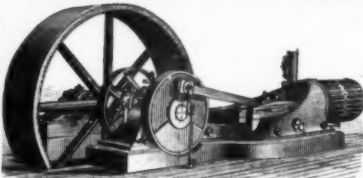
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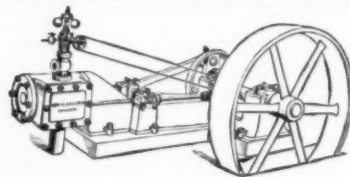


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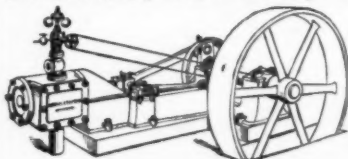
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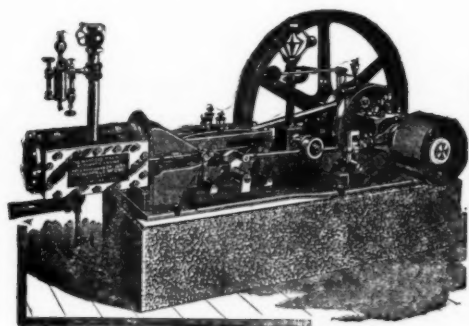
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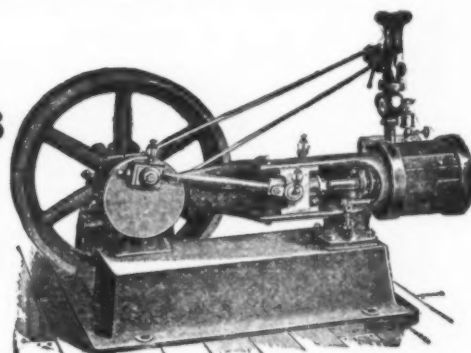
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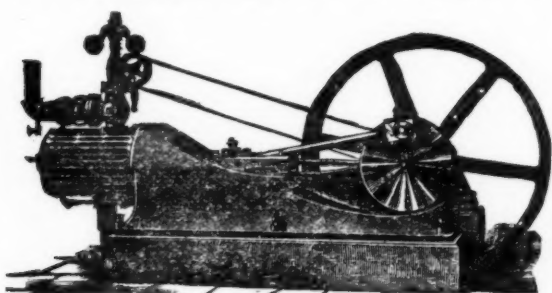
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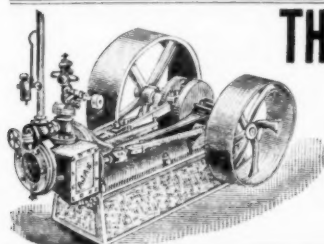


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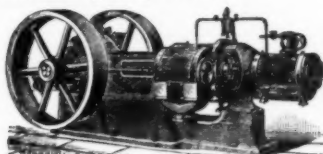
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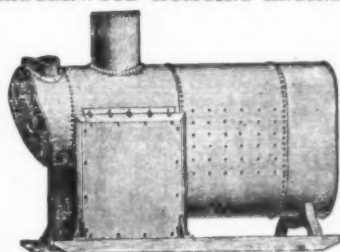
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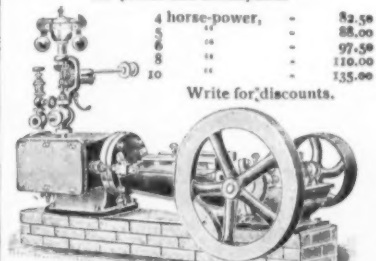
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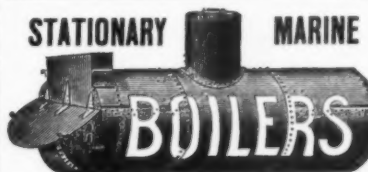
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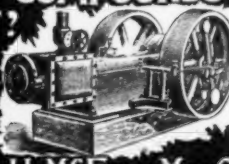
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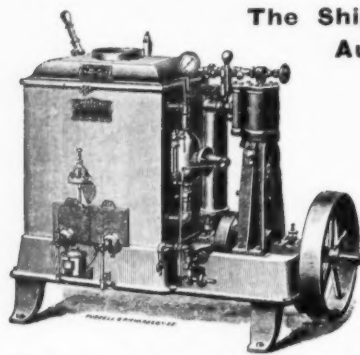
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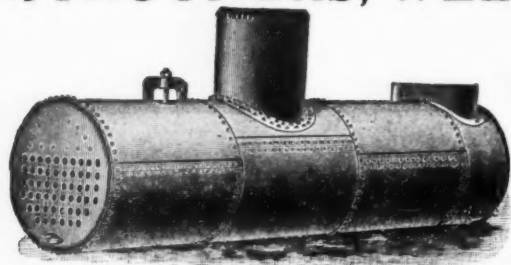
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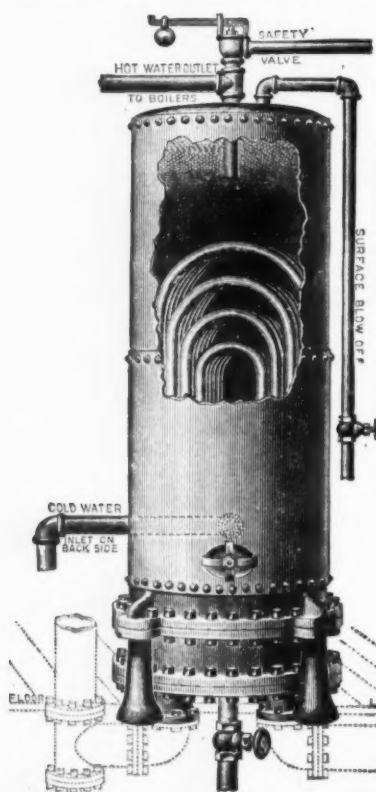
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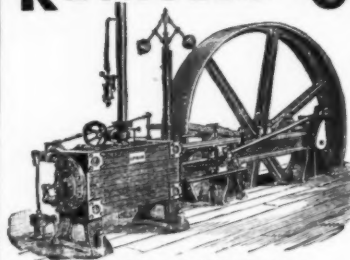
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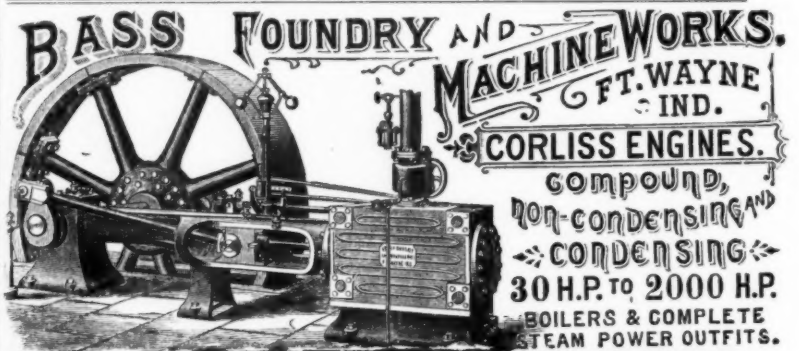
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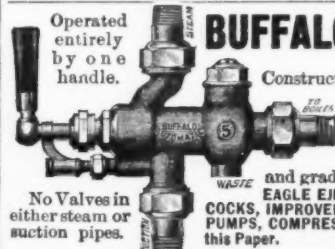


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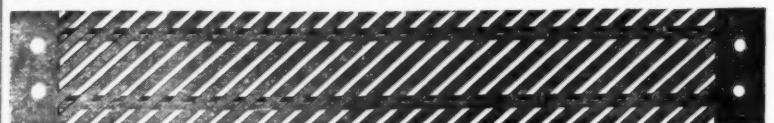
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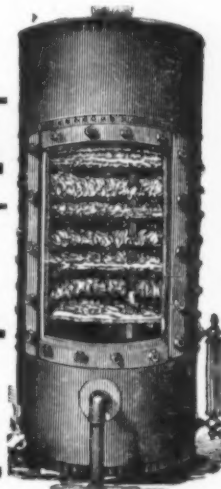
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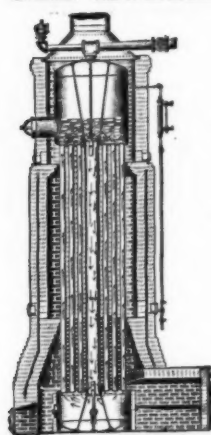
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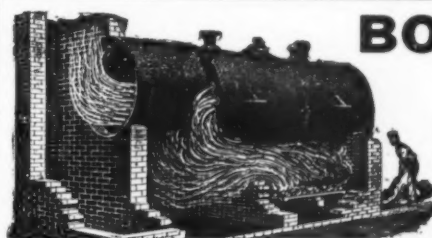
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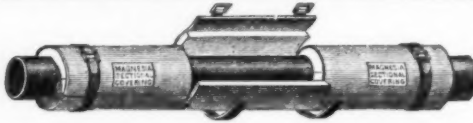
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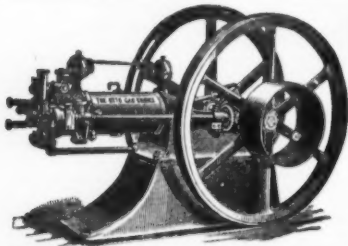
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[Name Patented 1889.]

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXII. No. 19.
WEEKLY.

BALTIMORE, DECEMBER 9, 1892.

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SINGLE COPIES, 10 CENTS.

Savannah's Great Cotton Trade.

By Col. E. W. Avery.

Savannah has for years, with one break only, maintained the substantial distinction of being the second cotton port of the American continent.

Savannah began early in the cotton trade. There is a dim tradition that she sent off a bag of cotton in 1739. But her first bale was exported in 1788 by Thomas, dubbed "Cotton" Miller, the sole buyer then.

In 1825 is the first record of her cotton exports, 64,000 bags. Georgia led in cotton production in 1821.

Savannah's cotton receipts grew as follows:

1873.....612,794	1884.....655,749
1874.....630,372	1885.....728,687
1877.....477,435	1886.....863,359
1878.....594,499	1888.....842,318
1879.....693,764	1889.....828,168
1880.....741,018	1890.....956,517
1881.....889,383	1891.....1,139,608

Of the receipts of 1891 there were 43,691 bales of Sea Island, long staple cotton, and the rest upland, short staple cotton.

The receipts of 1891 were as follows:

	Bales.	Per cent.
Central Railroad.....	805,225	71
Savannah, Florida & Western.....	281,179	24
Other routes.....	53,012	5

The shipments of 1891 were as follows:

	Bales.	Per cent.
Coastwise.....		
New York.....	296,570	55
Boston.....	98,817	18
Baltimore.....	85,109	16
Charleston.....	47,392	9
Three other ports.....	11,312	2
Total.....	538,721	
Foreign.....		
Bremen.....	189,698	33
Liverpool.....	126,457	22
Barcelona.....	73,725	12
Genoa.....	57,541	9 1/2
Reval.....	39,359	6 1/2
Havre.....	34,795	5 1/2
Amsterdam.....	22,257	4 1/2
Sixteen other ports.....	50,891	8
Total.....	600,265	

It will be seen that New York, in 1891, got Savannah's largest coastwise shipments, 15 per cent., and Boston next, 18 per cent., with Baltimore close after with 16 per cent.

Bremen got the largest foreign shipments, 32 per cent., with Liverpool next, 22 per cent., and Barcelona third with 12 per cent.

In 1892, however, Liverpool reversed the percentage of foreign shipments with Bremen, getting 175,607 bales to Bremen's 118,073, with Barcelona still third, 86,600 bales, an increase.

In 1892 New York stood first again in coastwise shipments, 257,500 bales, but Baltimore reversed Boston, getting 119,688 bales to Boston's 84,917.

Savannah's mill consumption was 1,961 bales in 1891 and 2,247 in 1892.

The Charleston & Savannah Railroad brought in 22,649 bales in 1891, but in 1892 only 6,606, the new South Bound Railroad from Columbia, S. C., bringing 11,908 bales of the Carolina cotton, and this road tapping Central Carolina, its cotton section, must flow a growing tide of the snowy staple to Savannah.

Savannah has averaged receiving 13 per cent. of the whole cotton crop of the United States—a great trade fact.

The total Sea Island crop for 1891-92 was 59,120 bales, of which 47,750 were raised

in Georgia and Florida and 11,370 on the ocean islands adjoining. Georgia raised 27,100 bales, Florida 12,698, and South Carolina 2,221. Savannah received 42,019 of the whole. The price of Sea Island ranged from 16 to 13 1/2 cents a pound, while short staple cotton varied from 8 1/2 to 6 1/4 cents.

The freight rates on cotton by steam from Savannah to foreign ports have decreased from 1879 to 1890 from 28 to 37 per cent., falling, for instance, from 28-64 of a penny per pound to 18-64 to Liverpool.

Savannah's cotton business grew as follows in value:

	Bales.	Value.
1872.....	458,435	\$34,226,847
1889.....	820,830	40,139,016
1891.....	1,139,608	52,000,000

Savannah's four new short rail routes, the South Bound to Columbia, S. C., built, and to Atlanta by Covington, to Macon by Dublin, and Jacksonville by Darien, building, must open new cotton territory to her markets.

Savannah can become the first cotton port of the United States.

Savannah's growth in commerce and transportation has been equally marvelous, and were not known until the deep-water campaign under President Purse, of the board of trade, told the tale to the country, awakening wide interest which has been kept up by the direct trade agitation.

The cotton trade is Savannah's strongest commercial point, which fortifies her surpassing system of ocean and railway transportation, than which there is no finer in the Union.

Successful Tea-Planting in America.

Mr. Charles U. Shepard, of South Carolina, brought to Baltimore yesterday samples of tea grown and cured on the "Pinchurst" farm, near Summerville, S. C. This is the first marketable tea that has ever been produced in the United States, and Mr. Shepard is much encouraged at the success of his experiment. The American tea was tested by an expert, who pronounced it equal to the best high-grade English breakfast tea and superior to many grades that come from India and China. The samples brought here by Mr. Shepard are all of one quality and character—black, crisp and well scented. It makes a strong beverage. This quality of the American tea is said to be due solely to its treatment in fermentation and curing. Other methods of curing the American product will produce tea similar to the several brands that come from India and China. Judging from Mr. Shepard's samples, the expert says he believes the successful growing of tea in the United States is established, and that the industry should be encouraged and fostered. Mr. Shepard only raised forty pounds of tea this year, which was cured in an ordinary fruit evaporator.

Mr. Shepard gave the following account of his tea-raising: "For a number of years," said he, "I was the agricultural chemist in South Carolina and became interested in the experiments the government made to grow tea in that State. After the abandonment of the plantation by the government I set to work to find out

the causes of the failure and to see if they could be remedied. I informed myself on tea culture from the best sources of information, and after careful study and research I determined to take up the matter where the government had left off. I secured twelve acres on the 'Pinchurst' farm, which were carefully prepared and set out in tea plants. It requires three years of cultivation before a plant will commence to bear marketable tea. During the three years of growth I watched and attended to the cultivation of the small plantation in a way that I thought would produce good results. This is the first year that I have gathered and cured tea with the view of putting it on the market. Judges of tea say I have a good article, and I will therefore continue the work. I have gathered and cured forty pounds of tea. Next year I will get 160 pounds, the year after 240 pounds, the fourth year 400 pounds. So it will go on increasing each year as the plant expands and throws out more shoots. In gathering tea for market only the young and tender leaves are taken from the end of each sprout. As the leaves are taken off others soon appear in their place. This is what tea-growers call 'flushing,' and as many as six or eight gatherings can be made in one season. I have already called the attention of the Agricultural Department to my work, and have been promised assistance and encouragement from the government. I will have an exhibit of American-grown tea at the World's Fair next year and will give visitors an opportunity to taste and test its quality.

"The 'Pinchurst' farm is about twenty-two miles inland from Charleston, and is well adapted to tea-growing. The climate of South Carolina seems to be well suited to the growth of the plant with proper attention. Tea requires a great deal of moisture, and unless we get from fifty to eighty inches of rainfall in a year the crop will not be prolific. I have ordered a steam curing apparatus, which I will put up on the farm, and from which I anticipate better results than from the crude methods of curing employed this year."—Baltimore Sun.

Middlesborough's Financial Condition.

[From the November report of W. W. Duncan & Co., London.]

Middlesborough Town Co.—"Up like a rocket and down like a stick" describes the past of this company, but now its existence is one of staid, plodding progress, free alike from the manipulations of Kentucky "boomers" and London Stock Exchange "riggers." The company has gone through several reorganizations, the original capital issued in America in 1888 having been \$3,000,000 in \$100 shares. These were in 1889 issued in the English market, and the \$100 (£20) shares quickly rose in market value to £40, a dividend of 20 per cent. being paid on them. In 1890 these £20 shares were divided into four of £5 each, and the price of these rose to about £20 each. Up to this time large sales of land were taking place at extravagant prices, and prospects seemed brilliant; but then the inevitable reaction set in, the "boom" died out, works were left unfinished, and many purchasers of land forfeited their cash deposits. Last

autumn Mr. E. F. Powers, an American of great ability, was persuaded to fully investigate the company's position on the spot. He found it loaded with commitments which it had not funds to meet, but he fully confirmed the value of the company's estate if its difficulties were grappled with and its future management put into energetic but conscientious hands. Reconstruction was therefore decided upon. The shareholders received for each £5 share two fully-paid shares of £1 each, and 240,000 new shares were subscribed for to provide the necessary additional capital. The issued capital is now, therefore, £480,000 in £1 shares, fully paid. The property of the company originally consisted of 5,300 acres in the centre of extensive valuable coal and iron deposits in Cumberland mountains. Two connecting railways have been built, one by the Louisville & Nashville Railway, the other by the Knoxville & Cumberland Gap Railroad Co. The capital of the company has been expended in laying out the town of Middlesborough, in building and establishing smelting works and other manufacturing and erecting residences for the reception of the large population which the mineral riches of the region were considered certain to attract. This perhaps too lavish expenditure of money, coming immediately after the marvelous growth of the cities of Birmingham and Chattanooga, collected to the place all the land jobbers in the country, and the auction sales of "town lots" resulted in sales of about 500 acres at an average of about \$3,500 per acre. Since then steady work has been done in quietly organizing and developing the situation, and the existence of coal and iron in paying quantities has been proved. The tannery and several minor manufacturing are in successful work, the Watts Iron and Steel Furnaces and the Boston Iron Works will soon be in full swing, while all the company's commitments are fully provided for, and it has plenty of funds in hand. Taking the present value of the remaining land at what is considered a very conservative estimate, Mr. Powers values the total assets of the company at over \$5,800,000, or £1,175,000. This being the case, it seems to me that, now that the property is on the eve of its full and legitimate development, the £1 shares of the reorganized company, with a total capital of £480,000, are worth more than they have ever been, and may very soon see a much higher price than they are at present quoted, namely, 15s. to 17s. 6d.

JUDGE SWAIN, in the United States District Court at Jacksonville, Fla., has issued an order requiring railroad officials to reduce the freight rates five cents per box on oranges to all Eastern points. This order is the outcome of a suit instituted by the Florida Fruit Exchange against the Savannah, Florida & Western Railroad Co., the Ocean Steamship Co. and others. This was started nearly two years ago before the interstate commerce commission, which decided that a reduction of five cents per box must be made and a rebate given for all excess since November, 1890. The case was appealed and Judge Swain's order sustains all of the commission's decisions. This will be a saving of nearly \$300,000 to shippers and growers of Florida oranges.

SOUTHERN OUTLOOK AS VIEWED BY BUSINESS MEN.

What Leading Merchants Think of the Prospects for Trade During the Coming Year.

We give below another instalment of letters received from leading business houses in the South, covering all branches of trade in Alabama, Arkansas, Florida and Georgia. These are the views of men who are in close touch with the people of the South, who have the best possible opportunities for judging of conditions. What they say carries weight and is entitled to consideration. These letters show the true condition of business in the South:

Business Will Be on a Cash Basis.

ATTALLA, ALA., November 20.

The country in which we are located is an iron country, supported mainly by this class of industries, which have for several months been closed on account of the low prices of the production. This branch of commerce is not the only one on which Northeast Alabama merchants subsist, as we are surrounded by one of the best agricultural sections in the State, which has been giving us a good trade for years. This season, however, has been cut short on account of the cotton crop, which has been three-quarters marketed already, contrary reports notwithstanding. The farmers are out of debt, and have (what they have not had for years in this section of country before) enough to run them through another crop, which is very encouraging to the merchants. While trade next year will not be as heavy as it has been, we think it will be on the cash basis, and therefore much more satisfactory and profitable to both classes. The advance in cotton will, we think, encourage the planting of an enormous crop for the next year. With the price of cotton going up, and iron also on the rise and in demand, and a thorough Democratic administration, all the South feels confident of the future prospects of this country. We think the South will pass through as eventful and prosperous a period as 1886 to 1889. May it be so.

J. W. PENN, President,

The Attalla Hardware Co.

Southern Towns Need Municipal Improvements.

BESSEMER, ALA., November 23.

The pipe business at the present time is in a very deplorable condition, as we are suffering exceedingly from overproduction. As to the outlook for the future, we cannot see anything at present that will be of benefit to us or improve the business, and the only thing that we can see that will benefit our business is the improvement or improvements that may be made in Southern cities, as it is a notorious fact that even little towns in the North, East and West have improvements in the way of water, gas and sewerage systems that even fairly good-sized towns in the South have not. Heretofore it has been almost an impossibility to sell the securities of small Southern municipalities, and the only thing that we can see that will improve our business in the South is that the incoming administration might shape its policy so that Southern collaterals would rank in the money markets of the East and Europe on the same basis as municipal securities of other sections of the United States; and it certainly seems to us that the policy of our government ought to be such that the municipal securities in one section of the United States ought to be as good as those of any other section. If they should do this, of course it would be of large benefit to us, as gas, water and sewerage systems are no longer luxuries, but actual necessities to all nations of the nineteenth century, and we have no doubt but what, if the small

Southern municipalities could sell their securities on the same basis as other municipalities, they would at once proceed to make such improvements, which would not only be of benefit to us in our particular line, but would assist in building up the South, and, in our opinion, benefit the entire community.

F. B. NICHOLS, Second Vice-President,
Howard-Harrison Iron Co.**On the Up Grade.**

BIRMINGHAM, ALA., November 26.

We see the signs of better times ahead of us. In the first place, all our people are cheerful and confident. This is the basis of all prosperity and goes a long way to make business good. We feel keenly the effects of a short crop of cotton, which will leave the farmers still behind, but the advance in the price will largely compensate for this and has the effect of leaving our people better satisfied.

The elections are over and the results good. Now we will turn our energies to business.

In the mineral district we are glad to note that nearly all the furnaces are in blast, running full time, and notwithstanding the low price of iron, they are prosperous, and we believe making money. The very low price of iron has turned their attention to every item of cost and has taught them the valuable lesson of how to make it cheap, and when the reaction comes they will be in good condition to reap the profit. Our coal miners are doing well and have plenty of orders.

It will take time for the reaction to be fully felt and for the trade to recover from the long-continued depression.

We feel, however, that the worst has been felt and that we are on the up grade. The people have learned from the hard times to be prudent and economical.

MOORE & HANDLEY HARDWARE CO.

The Outlook is Very Flattering.

FLORENCE, ALA., November 21.

While trade is dull on account of the short crop of cotton in this section, still there is a good feeling among the people generally, due, we think, mainly on account of the election of Cleveland, as we all know we shall have a friendly administration towards the South and no "Force Bill" crammed down our throats. We consider the outlook in this section very flattering for the next twelve months, while there is no boom or anything to cause fictitious values or wild speculation. There is strong probabilities of some of our works going into operation, particularly our iron furnaces; also a probability of a cotton mill being erected here in the near future. Taking everything into consideration, we think the South has everything to make her feel proud, and with a Democratic administration for the next eight years the South would blossom like a rose.

B. R. GARNER & CO.,

General Store.

Unparalleled Prosperity Awaits the South.

HUNTSVILLE, ALA., November 21.

Our opinion is that with settled State governments in the South, which is assured by the election of Cleveland and the relegation of the iniquitous "Force Bill" to everlasting damnation, the South is on the high road to a prosperity unequalled in any section of our country. The advance in the price of cotton has stimulated trade already. There is nothing now in the way of a rapid influx of capital, which will result in the finishing up of a great many enterprises set on foot during the boom craze of 1887-88 and the establishment of

altogether new ones. We think that factories of all descriptions will be put up all over our Southland, especially cotton and iron factories. Our biggest enterprise, the Dallas Cotton Mill, with 25,000 spindles and 740 looms, will begin operations this week. Our new cotton factory (Coons & Pratt's) will also be ready for work in a month or six weeks, making yarn only. Our spoke and handle factory will be ready for business by January 1. Our Southern extension of railway will be completed by January 1, giving us connection with the world south of us. Our people are enthused over the result of the presidential election as never before and are inspired with renewed energy in the direction of material development on every line. Altogether we think the outlook good for the South, and especially promising as to Huntsville, Ala. (Please excuse our egotism.) HALSEY, DILLARD & LYLE,

Wholesale Grocers.

The People Have Learned Economy.

HUNTSVILLE, ALA., November 21.

The past three years of depression have caused our people to restrict their expenditures and guard against going in debt, and our farmers have been adopting more economical methods of farming and giving more attention to the care of their lands. But they are again confronted with a decreased yield of corn and cotton, but the price is now better, and, being nearer out of debt and in better spirits, caused by the change of political parties, we confidently expect better times in the near future.

NOLEN & JONES,

Hardware Dealers.

Hurt by the Small Cotton Crop.

MOBILE, ALA., November 21.

Business in this vicinity has been very poor this season, caused by the exceedingly poor crop of cotton. We see no chance for any immediate improvement, but it is hoped that the advance in cotton will improve business next season. The cotton crop is so small this year that a 9,000,000 crop next year would not be too much for the world's requirements.

BROWN BROS.,

Cotton Factors.

Food Crops Offset Short Cotton.

SELMA, ALA., November 30.

Regarding present conditions and prospects for this section, will say that while business is quiet, in consequence of very short cotton crop (the rise came too late to catch much in first hands), our people feel hopeful and bright for the future. The next cotton crop will be made with but small advances. Our farmers are hard up for money to pay their obligations, but have raised an abundant supply crop, many having meat enough to carry them through. We have made calculations for several of our farming friends and find that the increased supply of corn, peas, potatoes and hay raised this year more than offsets the loss on the cotton crop of this year over last. All indications now point to a good price for cotton next season on account of shortage this year, so our people are in good spirits.

TINSLEY FERTILIZER CO.

Gloomy Present, but Bright Future.

SELMA, ALA., November 21.

In our opinion the cotton belt is practically "strapped." The planters, as a rule, will have to be carried over by the merchants, and the merchants will have to be carried over by the bankers and money-lenders.

The country people have made enough home products to sustain them for another year, to a great extent, but they will be able to spend very little money, and hence trade will be most unusually dull.

We think most of the planters have more than enough collateral to cover their debts, but you will readily understand that the collateral is such as would only bring a

song in the present state of the country. A fair crop next year with moderate prices will once more put the South on its legs. Things would be on a veritable boom. We have now been forced to economize for more than a year and have another year of the same thing ahead of us, consequently it will only need a fair show of prosperity to put us on a splendid footing as to finances.

The South is wonderfully recuperative. While the outlook is now gloomy in the extreme, we have great faith in the future.

PATRIDGE & CO.

Business Will Be Light.

BATESVILLE, ARK., November 21.

Expressing our sincere conviction from a business standpoint, we believe that business will be light this year, and will remain so until another crop is assured. We speak as regards this part of Arkansas.

C. R. HANDFORD & CO.

Better Outlook for Next Year.

CAMDEN, ARK., November 21.

Trade in this section has been exceedingly dull. The cotton crop is very short—at least 40 per cent. less than last year—but the price has improved so much lately as to partly make up for the shortage, and we think the outlook for another year is much better than the past. We are not expecting a big trade during the winter season, but the outlook is better for another year.

MORGAN, McRAE & CO.

Everybody Seems Contented.

FLIPPIN, ARK., November 30.

For several months preceding the national election, and during the jollification and hearty rejoicings just after, there was an ominous ebb in the tides of business. Everybody and every business appeared to be awaiting the verdict of the people upon the issues joined by the two great political parties, and the verdict seems to please all in this vicinity of every political faith—at least all whom I have heard express themselves. The saw and grist and flouring mills are now running full time. The farmers have raised plenty of "hog and hominy," and their little cotton patches will bring them more money than their big ones did last year. They appear perfectly satisfied and contented with the outlook. In the zinc territory there have been some shrewd and smart investors and plenty of inquiries. The merchants are collecting up well, but not doing apparently half the volume of trade of former years. Everybody seems contented now. This country has taken a long breath since the election, and we are girding up our loins and placing together our shoulders for the new era we all believe is dawning in this territory, for we cannot help believing that within the next four years "peace and plenty will smile over a prosperous land." Developments in the zinc fields continue to show vast bodies of ore, and every week we hear of a rich new find. MACBETH YOUNG.

Coming Nearer to a Cash System.

FORT SMITH, ARK., November 23.

We are inclined to take a sanguine view of the situation, inasmuch as we are just passing out of a three years' hard experience—the hardest the South has known since reconstruction days. These have been years of anxiety, and we have come out of them with an experience born of suffering, with a broad knowledge of cause and effect. Among the many lessons we have learned, the most valuable, we think, are:

1. The evils of our credit system.
2. The excessive growth of cotton to the exclusion of other crops.
3. That the plantation system is wrong and a hindrance to the healthy growth of the country.

To expatiate briefly on these three lessons: We believe the merchants have determined to adopt nearer a cash system of business, and thus force our farmers to produce many of the necessities of life which they have formerly bought on credit

at excessive prices. This will necessarily cause them to grow less cotton, which will in turn cause the plantation owner either to dispose of some of his land on easy terms to his renters or let it lie idle, an occurrence we do not anticipate.

The effects of these changes in our credit system are already apparent, most noticeable in the decreased sale of "side meat" and flour and the corresponding increase in the home production of these articles.

If the merchants continue this idea of education the South will within the next ten years experience an era of prosperity equal to that of *ante-bellum* days, without any of the attending social dangers.

SPEER HARDWARE CO.

By C. E. Speer.

No Fault to Find.

LITTLE ROCK, ARK., November 22.

As far as we are concerned, we have no fault to find. Our trade is as good as we could hope for.

THE SOUTHERN STAVE & LUMBER CO.,

By W. W. Marsh, Sec. and Treas.

Manufacturers and Immigrants Wanted.

PARAGOULD, ARK., November 21.

From past experience and our standpoint we must admit that for the last two or three years business has not been what it ought to have been in this section, owing to the high tariff and the odious "Force Bill" hanging over our heads, brought forward by the Republican agitators, which they supposed would help keep them in power. Northern capitalists have in a great measure been very slow to invest their money in the South when business seemed so unsettled from the above causes.

The election of Grover Cleveland, which we trust has given the "Force Bill" a "black eye," and the Democratic administration which will come into power next March, will tend to bring more capital and improve business in general all through the South.

What we need is more manufacturers who use wood, more immigration with capital and muscle to till the soil and work up the timber, of which there are no better in the Union.

The land of this section is capable of producing the finest agricultural products and can be bought at exceedingly low prices.

J. F. HASTY & SONS,

Manufacturers of Cooperage.

Prospects Good, but Not Brilliant.

PINE BLUFF, ARK., November 23.

The prospects for the South for the coming year are far from discouraging, at the same time there is no cause to hope for any unusual prosperity. The cotton market is the principal factor in regulating the business affairs of the South, and there is no denying the fact that this crop is very short. This will in part be made up by the present advanced price of the staple. Aside from cotton interest, the lumber industry comes among the first of the South now, especially the pine and cypress. The yellow pine is rapidly replacing the lower grades of pine in all the Western and Northern markets, and is now encroaching on the East, while the cypress for shingles and other uses exposed to the weather have no equal.

The outlook in this vicinity is fair. Last year was an exceedingly disastrous one. The unprecedented overflow and the great amount of rain made the season very unsatisfactory for the agricultural interest. Aside from that this town suffered with \$300,000 in fires. All the burnt districts have been rebuilt, however, with improved buildings of modern design. The St. Louis & Southwestern Railway will erect a large car-shop for the manufacture of flat and freight cars and the repair of passenger coaches at this place; plans are now being drawn for some. This will give employment to 300 skilled workmen, which, in addition to the pay-roll of the general repair and machine shops located here, makes quite a revenue. In fine, the South

has good but not brilliant prospects, while the local outlook for us is a little better than common. R. S. THOMPSON & SON, Hardware.

Trade Is Fairly Good.

FERNANDINA, FLA., November 23.

Trade in this locality is fairly good. The low prices of Florida lumber and phosphate, which are handled largely through this port, tend to depress somewhat the local trade. Lumbermen generally are complaining of dull times. The oyster canneries here are not yet in operation and the outlook for their business is said not to be very good. The busy season of this State is just at hand and business will doubtless have more life in it within a very short time.

Generally speaking, we believe that the outlook for the South is very bright. The menace of the "Force Bill" is removed and capital will not be driven away or kept from coming by the fear of Republican election legislation. Better times are at hand. FRED. W. HOYT & CO., Wholesale Grocers.

Prospects Are Excellent.

JACKSONVILLE, FLA., November 25.

The year 1892 has not been a prosperous one with us. Almost every large interest of ours was terribly depressed. Lumber business went to pieces, cotton did not bring cost of production, orange crop was disposed of at a loss, phosphate declined terribly in price, as also did naval stores, and a very severe drought in the spring cut off the vegetable product. At present writing, however, all is changed, and prospects are excellent. The orange crop is being moved at good prices, cotton has largely advanced, phosphate is in good demand, lumber business is on far better basis, demand for naval stores is good, our railroad systems are being extended, phosphate mines are being developed, and there is prospect of a greater amount of travel in this direction than ever before, owing to the cholera epidemic in Europe. We are all hoping for and expect an excellent business during the approaching year. J. R. TYSEN, President, Stonewall Phosphate Co.

Large Improvement In November.

JACKSONVILLE, FLA., November 22.

While business in Florida has been quite slow during the early fall months, we are pleased to note a large improvement in all lines for the past thirty days. The orange crop is now moving freely, the fruit bringing remunerative prices, with a fair crop. There has been a heavy advance both in Sea Island and short staple cotton. Saw mills and other manufacturing establishments that have been shut down are now opening up, and altogether we think there will be a marked improvement in business within the next few months.

PORTER BROS.,

Tobacco, Cigars and Snuffs.

Good Outlook In Jacksonville.

JACKSONVILLE, FLA., November 21.

We are pleased to say we look upon the prospects at the present time as being very good. The orange crop, while not as large as last year, is bringing better prices, owing to the scarcity of fruit in the North. Add to this the revenue derived from the phosphate mines that have opened up in the past eighteen months and which have gotten into operation and we have a better revenue than ever before. This, of course, influences business, and we think will be permanent. BENTON & UPSON, Machinery and Mill Supplies.

Prospect Never Was Better.

ORLANDO, FLA., November 26.

The prospect for a good business during the winter season has never been better than at the present time.

Our orange crop is not so large as last year—about two-thirds of a crop—but prices are much better and buyers plentiful.

The price now ranges from \$1.00 to \$1.25 per box on the tree.

Of course our spirits are brightened and revived by the election of Mr. Cleveland, and we are all pleased with the outlook.

Truck farmers realized good prices for vegetables, and are planting more largely this fall.

THE BOONE HARDWOOD FURNITURE CO.,

Jos. L. Guernsey, Manager.

Not At All Encouraging.

TALLAHASSEE, FLA., November 22.

The business outlook for Middle Florida is not at all encouraging. Cotton being our main reliance for business, and the very low price obtained for the crops of 1890 and 1891, and obtained for the first sales of 1892, has wrought great depression in all interests. True, the advance in the price of cotton since the middle of October, together with the election of Mr. Cleveland, has brightened the outlook very materially and created a more hopeful and cheerful feeling among our people. We do not estimate the cotton crop of this section at over 60 per cent. of 1891 crop. The low and unremunerative price obtained for that crop induced the planting of tobacco, to a considerable extent, instead of cotton, but up to date the buyers of tobacco have held aloof and makes tobacco planting for another year uncertain.

T. J. PERKINS & SON,

Commission Merchants.

Activity and Prosperity In Atlanta.

ATLANTA, GA., November 26.

As regards the outlook for business in the South, and more particularly in and about Atlanta, it is exceedingly bright.

The election of Mr. Cleveland, while a surprise to very many, gives such universal satisfaction, insuring good government and peace to the South, that it will bring forth much idle money in this country that has been hidden away by timid persons to seek investments that will pay.

Unfortunately, for reasons that need not be gone into, railroad bonds and railroad securities, which heretofore have been the favorite investment for funds of estates, trustees and societies, are now distrusted. This will of necessity turn the attention of such investors to real estate, either in loans or investment.

Atlanta has passed beyond the point where there is any question as to her future; that she will go to 250,000 population in ten years is hardly doubted.

The rapid advance in the price of cotton will put much surplus money in the South. The wonderful growth of Atlanta and the large fortunes that have been made by those who have invested here make real estate investments inviting.

Our Mr. Scott made a sale aggregating \$246,000 last month of all the railroad front between Bartow street and Spring street and from Spring to Forsyth street, 900 feet front, in the heart of the city, averaging 200 feet in depth. This property will be used for warehouses, and will open up a new distributing point which will add largely to the business of the city.

This, in connection with the fact that two new railroads, the Georgia, Carolina & Northern and the Marietta & North Georgia, will both enter the city, the first one having already finished its line and secured exceedingly desirable terminal facilities, will add largely to business.

Among the properties sold in the railroad front sale was one piece which a Northern man bought as an investment in 1886 at a cost of \$5,750. It has paid in annual rentals 10 per cent. The sale netted him \$30,000 cash.

We look for very many investors from the North who are tired of having their money lying idle in banks or bringing in such small returns. The field here is too inviting and the returns so sure that it becomes irresistible to such as are seeking a new field.

All our merchants are doing well; no failures in business; a steady demand for business houses far in excess of the supply.

The fruit business of Georgia has paid so well that Northern fruit growers are coming in and buying up thousands of acres, and we look for a perfect exodus from the North Southward. W. M. SCOTT & CO.,

Real Estate Agents.

Advance in Cotton Will Stimulate Trade.

COLUMBUS, GA., November 30.

Cotton has been and will continue to be, during our generation at least, the controlling factor in business in the South. The farmers have marketed the greater part of three crops at less than the actual cost of production, and a perfectly natural result—poor trade—has followed.

The recent advance in cotton will without doubt stimulate trade somewhat, but not to the extent that a great many people imagine, as the great army of consumers, the croppers and small farmers, were compelled by their necessities to sell their crops before the advance in price, leaving great numbers of them in debt.

The low prices of the staple that have prevailed for the last two years may, and we believe will, be productive of great good in turning the attention of the South to a diversity of crops. There has been a tendency to do this more and more each year, and the phenomenal crops and ruinously low prices of the last two years have hastened this greatly-to-be-desired end.

When we make our "hog and hominy" at home it will be a physical impossibility for us to make more cotton in a year than the world requires, and when we arrive at that point we may reasonably expect a healthy trade, but not till then.

As before remarked, the advance in cotton will stimulate trade the coming year, and indications now point to a good demand for commercial fertilizers and a slightly increased demand for all classes of goods except breadstuffs.

BLANCHARD, HUMBER & CO.,

Warehouse and Commission Merchants.

Better Collections; A More Hopeful Feeling.

DUBLIN, GA., November 29.

The recent advance in the price of cotton has materially benefitted the entire Southern trade. Collections are better, and a more hopeful feeling prevails. The lumbermen, we are glad to note, are also enjoying a better trade, and at more remunerative prices. The naval stores men are feeling the bad effects of an enormous output the past season and an overstocking of all markets. The surplus has caused prices to rule very low and unsatisfactory the whole year, but by the hearty co-operation of all the manufacturers and their factors with the Turpentine Producers' Association to reduce the cutting of virgin boxes this season, and thereby reduce the crop for 1893, we look for slightly advanced prices and a better feeling all round. We are glad to note the rapid strides the South is now taking in the establishing of canning factories, and predict a bright and prosperous future for this industry. Everything considered, we think the outlook brighter than for some time past, and believe another year will find our people enjoying better prosperity, and more determined to thrive and prosper.

F. W. POWELL & CO.

Looking for Better Times.

MACON, GA., November 28.

While business is at present dull in the States of Georgia and Florida, in fact, throughout the South, we are looking for better times in the near future. A revision of our present tariff, which is assured, and an equitable price for our cotton will mean much for the South, and under these conditions we are anticipating much brighter times.

TALBOTT & SONS,

Machinery.

COAL AND COKE.

Exporting Alabama Coal from New Orleans and Mobile.

[From a Staff Correspondent.]

NEW ORLEANS, La., December 1.

Within the past few weeks the export coal trade from the port of New Orleans has received such a decided impetus that the promoters of the idea are already assured of success, and Alabama coal and coke will immediately enter into competition with the Pennsylvania product in the Gulf ports and interior river towns as well as in Mexico, Central America and possibly Cuba.

New Orleans has never been a great port for American coal export. What has been done in this line heretofore has been monopolized by the Pennsylvania shippers, the business being handled principally by the local steamship lines plying between New Orleans and Central American ports. Why the opportunity of utilizing the tide-water resources of the city has been so long neglected by the Pittsburg shippers for exporting is not easily explainable, but that New Orleans people themselves have not taken hold of this line of trade before is due to the fact that other great exporting interests have overshadowed the coal trade. At all events the consummation of the deal casts the credit of finally making the city a coal exporting port upon Alabama and Texas capital and brains.

Strange as it may seem, this coal export trade, with the Alabama mines at the very doors of New Orleans, has been entirely overlooked by local dealers. Other lines of exports have been inaugurated and pushed to success, among them being the recent beginning of a grain trade which promises to make the port one of the largest in the world. But coal, inviting as has been the opportunity for several years since Alabama has proved its position in this product, has received no attention whatever from local capital, so far as exporting is concerned, until the occasion was seized in the recently organized deal of the following four gentlemen: P. B. Clarke, of Birmingham, Ala.; J. A. Montgomery, of Birmingham, Ala.; Col. William Anderson, of Chicago, and Harvey T. D. Wilson, of Houston, Texas. The co-operation of the New Orleans & Northeastern Railroad, the Southern terminus of the Queen & Crescent system at the port of New Orleans, and of the East Tennessee, Virginia & Georgia and the Mobile & Birmingham Railroads at the port of Mobile, Ala., have aided these gentlemen very materially in finally getting the deal completed and in operation, these railroads having built substantial and permanent coal wharves at their Gulf termini exclusively for handling and exporting Alabama coals and coke.

For the present, I am told by Mr. Clarke, coal exports from the two ports mentioned will be a secondary matter, at least so far as his company is concerned. The idea is just now to devote most of the time and resources at their command to the American Gulf ports. The steam propellers, with their barge consorts, consisting of a fleet of three propellers and six barges, will ply between the two ports of Mobile and New Orleans and Galveston, Houston, Velasco, Corpus Christi and Tampico. The propellers and consorts are of light draft and are already on the way from New York and expected to arrive within the next few days. Contrary to reports already published, whaleback ships will not be used, it having been decided that this type of ship was impracticable for the class of trade undertaken by the company, as well as more expensive to operate. Instead steam propellers will be engaged, and as these ships have already been used in the coal-carrying trade between Philadelphia and New York and the barges are

adapted to river navigation, it was deemed best and more economical to adopt this class of vessel.

I am also told by Mr. Clarke that the company is an entirely independent one, holding exclusive franchises and wharf privileges from the railroads mentioned. The Mary Lee Coal Co., of Birmingham, Ala., will supply the coal handled at the two ports, Mobile and New Orleans, and it is expected that as the trade progresses other Southern mines will be called upon for additional product. But the coal companies are not interested in the trade further than to sell coal to the export company. In the opinion of the officers, however, it is only a question of a few months when every mine in Alabama will be shipping its product to the new market for export. This opinion was not expressed in any extravagant sense, but seemed to be a conservative idea based upon the most careful estimates of possible future trade.

A resume of the idea of making New Orleans a coal exporting port for the Southern mines shows the plan to have been conceived early last spring. Mr. P. B. Clarke was then on his way to Mexico for the purpose of looking over the field there as a possible market for Alabama coal. He was impressed with the opportunity of making New Orleans a shipping port for his product, and immediately went into consultation with the railroad officials of the New Orleans & Northeastern Railroad, and arrangements were almost instantly closed for the erection of coal wharves along the levee front near the Northeastern depot. These wharves, 600 feet long, are now completed and in operation, and, pending the arrival of the company's fleet, are being used for loading Central American steamers and coaling ocean vessels and river steamboats with Alabama coal, a business which promises to increase at a rapid rate.

The organization of the company was the next step, but no trouble was experienced, as the four gentlemen herein mentioned had no hesitancy in taking advantage of so good an opportunity. As soon as the New Orleans wharf was completed they directed their attention to Mobile as a second port, and closed with the East Tennessee, Virginia & Georgia and the Mobile & Birmingham Railroads for wharf facilities there. This wharf also will be 600 feet in length and equipped with four double chain conveyors similar to those employed at the New Orleans wharf, and is expected to be completed within sixty days.

The fleet of steamers was the next move. Whalebacks were carefully considered, but finally rejected in favor of steam propellers with barge consorts. The principal reason for deciding upon this style of fleet was the light draft of the propellers and barges as specially adaptable to river traffic, eleven feet being the deepest draft of the fleet. The present strength of the fleet is regarded as adequate for a beginning, but it is probable that it will be increased as soon as more propellers and barges can be secured.

As an illustration of the esteem in which Alabama coal is held in New Orleans, one of the Macheca steamships plying to Central America was recently coaled at the New Orleans & Northeastern Railroad coal wharf, and the use of the fuel showed excellent results, as will be seen by the following copy of Mr. Macheca's letter to the export company:

NEW ORLEANS & BELIZE ROYAL MAIL STEAMSHIP CO., LIMITED,
NEW ORLEANS, November 24.]

P. B. Clarke, Manager:

Dear Sir—I beg leave to give you our testimonial of the superior quality of Alabama coal. On the last trip of the steamship "Breakwater" we used less coal, made unusually good time, and our engineer and fireman report that it showed less dirt than any other coal heretofore used in our steamers. In a word, it was highly satisfactory, and proved to possess all the good qualities which are claimed for it.

M. MACHECA, President.

This steamer was coaled on this occasion with less in bunkers than any previous trip, at less cost per ton, and besides disposing of twelve tons at Belize, made the return trip with an ample supply, showing Alabama coal entirely equal to the requirements of the steamer trade from this port.

I am informed that Alabama mines stand in this position with the Pennsylvania mines regarding export trade to the south of New Orleans, viz., the present market price of Pittsburg runs from \$3.25 to \$3.50, Alabama from \$2.85 to \$3.00. The cheaper cost of mining Alabama coal and its nearness to New Orleans are two important factors in any future export trade which may be done from here, and considering the fact that the Birmingham business is really in its infancy, its trade has increased wonderfully in competition with Pittsburg. It has taxed the railroad companies to their very utmost to furnish facilities for handling this increase, and while hundreds of cars have been added, the supply at this writing is entirely inadequate. For instance, the East Tennessee, Virginia & Georgia and the Queen & Crescent Railroads have contracted with the export company to furnish 1,000 new drop-bottom cars especially for the Mobile and New Orleans export trade, and are now being delivered in lots of fifty. These cars will be equally distributed between the two cities. The railroads are therefore interesting themselves to a great extent in cultivating this trade. Thus far more than 250,000 tons of Alabama coal and coke have been contracted for, to be exported from Mobile and New Orleans to Texas and Mexico, and the most conservative estimates I can gather place next year's coal and coke export from New Orleans and Mobile at 300,000 tons. This will go to Cuba from Mobile and to Texas and Mexico from New Orleans, and also to Central America from the latter port. According to this, it is affirmed that Alabama coal will control the entire market south of its mines within two years. Even the Indian Territory mines will have difficulty in meeting the competition of Alabama, and the two new export ports for the latter's product, viz., New Orleans, already in operation, and Mobile, soon to be, bid fair at least to awaken to the fact that their trade is to be augmented by the vast coal and coke interests lying only a few hours' ride to the north, and that coal export is an established fact.

FREDERIC JEWETT COOLE.

Coal and Coke Notes.

THE A. F. Witherow Lumber Co., of Milboro Depot, Va., has lately secured a contract for a large plant (brick and stone) for the Elerslie Gas & Coke Co., besides a 500-ton coal bin at Winnifrede Junction, W. Va.

THE new coal tippie for the Greeno-Bodine Coal & Coke Co., of Richlands, Va., has been completed, and shipments of coal over it have commenced.

THE Tennessee Coal Mining Co., of Knoxville, which operates the mines at Coal Creek, where the recent conflict took place between the miners and the State officials, may go into a receiver's hands. Mr. B. A. Jenkins, late president of the concern, has filed a bill asking for a receiver.

THE Big Stone Gap Colliery Co., Joseph H. Allen, president, writes us that it has just begun the development of coal mines on Powell's run, near Norton, Va., and will also put in a coke plant. Contracts have been closed for the delivery of coke from 125 ovens and they will be built immediately. The mines are on 2,100 acres of 8-foot 6-inch coal.

THE Egypt Coal & Railway Co., of Egypt Depot, N. C., has been reorganized, and large amounts of money have been invested in it by capitalists upon a showing made by experts that there are 15,000,000 tons of coal available on the company's

property. About \$100,000 will be invested in new machinery for the mines, and the output will be from 300 to 1,000 tons daily.

THE Kentucky Coal & Coke Co., of Coeburn, Va., is making another opening in its property.

THE Richlands (Va.) Coal & Coke Co. is getting out large quantities of coal from its new opening in the upper vein and is now making shipments.

THE Sequachee Valley Coal & Coke Co. is opening mines on the Sewanee coal seam near Pikeville, Tenn., and expects to build fifty or seventy-five beehive coke ovens in the spring.

OPERATIONS have been commenced at the mines of the Virginia-Tennessee Coal & Iron Co. on Big Tom creek, Va., making five mines in all now operated by the concern.

THE Black Diamond Coal Co. is erecting a new coal chute at its mines near Patton Junction, Ala.

THE Black Diamond mining troubles at Coal Creek, Tenn., are settled, and the miners have returned to work. The strike had assumed considerable proportions, as over 800 men went out and 200 more were ready to join them. It is thought that the danger of another outbreak on account of the convict-labor agitation is now at an end, and that all grievances are amicably adjusted.

THE Central Appalachian Co., in which E. H. Patterson is heavily interested, is steadily at work improving its coal-mining property on Straight creek, near Pineville, Ky., and operations will soon be commenced. The railroad is to be extended another mile up the right fork of the creek to a new opening which the company recently made, and contract is about to be let. Mr. James Purvis has charge of the company's operations.

THE Texas & Pacific Coal Co., of Fort Worth, Texas, is opening new mines in Erath county, and now has four shafts in operation, two of them recently opened.

MR. WARD, of Jefferson county, Ala., who is a practical miner, has introduced in the State legislature a bill to establish and create a system of mining laws for the State regulating the ventilation of mines, etc., and defining the duties of inspectors, mine bosses, fire bosses, etc. The bill provides for the regulation of mines, for the health and safety of the men employed, and for the appointment of a State mine inspector, who shall be charged with the inspection of all mines under ground in the State employing more than twenty men. The bill also raises a board for the examination of mine bosses, and no mine boss shall be allowed to act in that capacity who has not passed a satisfactory examination before the board of examiners.

THE Harriman Coal & Iron Railroad Co. is pushing work along the line to Brushy mountain, where the coal seam has been opened. When this point is reached active steps will be taken to develop the coal mines and erect coke ovens. The railroad contractor, Mr. Crumley, states that grading will be completed within a week or so, and as the rails have been laid as rapidly as grading advanced, it will not be long before the road will be open for business.

THE Kanawha Coal & Coke Co., of Coalburg, W. Va., has been chartered by F. L. Garrison, E. F. Stevens, A. D. Shank, Geo. W. Shank and Donald Macdonald with a capital stock of \$20,000. The company proposes to buy and sell coal in the Western market, making a specialty of Kanawha coal, and to that end has opened an office at Room 304, Neave Building, Cincinnati, Ohio.

THE Tecumseh (Ala.) Mining Co. is pursuing its operations with great activity, and is now getting out from 6,000 to 7,000 tons of ore per month. Its shipments are principally to Tennessee furnaces.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on page 390.]

Cotton Manufacturing in China.

The depression which has prevailed for the last year or two in the great cotton-spinning industry of Manchester and Lancashire, in England, has caused British manufacturers of cotton goods to make careful inquiries concerning the progress being made in the cotton-manufacturing industry in other lands, particularly in those countries which have heretofore obtained their supply of cotton goods principally from Great Britain. As a result of these inquiries the English trade papers have recently printed a great deal of information concerning the cotton-spinning industry in India, China, Japan and other leading countries in the East. Valuable aid has been rendered the English cotton manufacturers in their search after knowledge by the consuls of Great Britain in foreign lands, some of whom have submitted reports to the home government containing much that is of value and interest concerning cotton culture and spinning in the lands in which they are located.

Among others, the British consul at Shanghai has contributed a report on cotton-spinning in China, a country about whose industries the world has but little knowledge, but also a country which those who are familiar with its vast resources have long considered as offering a wide field for the profitable introduction of cotton spinning and weaving. The consul says that cotton has been grown abundantly all over the lower reaches of the Yangtse for a number of years, but that very little of the raw cotton has been consumed at home, the greater portion of the quantity raised having been exported to other countries. The demand for cotton fabrics, he says, is almost unlimited, while labor is both cheap and abundant. But whether the cotton raised in China could be successfully manipulated by English machinery in competition with American manufactured goods, and what the attitude of the Chinese officials, whose antagonism to anything in the line of machinery coming from foreign countries was so well known, would be, were questions which long prevented the establishment of cotton-spinning mills in China by European capitalists.

As far back as 1878 a Chinese company was formed to start a cotton mill at Shanghai. The company was organized at a time when the country was exceedingly prosperous, but long before the buildings could be erected and the necessary machinery imported, evil days had come over the land. The promised capital did not materialize, and for over ten years but little was done toward completing the buildings and getting the mill ready for active work. After many changes in the management of the company and the arrangement of the buildings, the mill was at last completed and the machinery placed in position. The works have now been in operation for over a year. Thus far it has been demonstrated that Chinese cotton can be manipulated in a satisfactory manner and that the cotton can be worked into a cloth of superior quality. At present the mill contains 550 looms and 21,000 spindles. The output is about 130,000 yards a week. All the employees are Chinese, who have been trained in their special work since the mill began operations. They do their work well and are frugal and industrious in their habits. In fact they have proved to be quite as efficient workmen as foreign hands, although in some departments double the number of workmen are required that would be necessary for the same work in an English mill.

China annually imports large quantities of cotton yarn from Bombay. It was

therefore decided a short time ago by a native company to erect a mill to manufacture the same kind of yarn as that imported from India. The necessary buildings were erected, and the machinery, which is said to be of the best description and especially adapted for the working of Chinese cotton, was imported from England. The mill consumes about eight bales of cotton of 400 pounds each per day, and the yarn manufactured finds a ready sale at remunerative prices. The consul is of the opinion that yarn spinning, now that it has been so successfully started, will soon develop into a very large and profitable industry in Shanghai, and that the heavy importations of India yarn will be greatly reduced in the near future.

China has been in recent years a rich market for cotton manufacturers of India as well as of the United States. According to statistics which have recently been published, China took from India in the year ending with the 31st of March, 1892, 73,510,000 yards of cotton piece goods. The quantity of cotton yarn imported from India has been increasing rapidly in late years, the total for the calendar year 1891 having been 151,733,000 pounds, about fifteen-sixteenths of the entire Indian exportation of this material. China also imported 9,733,000 pounds of English yarn in the same year, making the total importation of cotton yarn in 1891 167,466,000 pounds, valued at about \$26,000,000.

In the calendar year 1891 the total value of cotton yarns and goods imported by China was \$63,948,000, against \$54,024,000 in 1890. The value of the raw cotton imported in 1891 was \$1,434,000, compared with \$1,892,000 in 1890. The importations of American drills in 1891 show an increase of 263,000 pieces over 1890. The importations of American sheetings in 1891 reached the large total of 2,008,000 pieces, the greatest on record, an increase of 807,000 over the importations of 1890. During 1892, however, American exports of manufactured cotton goods to China have fallen off very largely.

The exports of raw cotton from China in 1891 amounted in value to \$4,609,000, as compared with \$3,586,000 in 1890. A considerable portion of this cotton was exported to Japan, which has been a heavy consumer of Chinese raw cotton for several years.

Commenting upon the fact that there was last year an abnormally large increase in the quantity of yarn imported into China, the British consul at Foochow explains that this was caused by a new industry that had been introduced by a number of wealthy persons in China, especially in Foochow and its immediate vicinity, for the purpose of alleviating, in a measure at least, the great distress which was so prevalent among the poorer classes in China late in 1891 and early in the present year. The new industry was the manufacture of a cotton cloth closely resembling gray shirtings. The cloth is made in pieces fifteen inches in breadth and twenty-two feet in length, the pieces being sold for about thirty cents each. The cloth meets with great favor among the natives not only because of the low price at which it is sold, but also because it is free from all chemical preparations and wears much better than the imported article. The hand loom with which the cloth is manufactured is a very simple piece of mechanism, and can be purchased for a small sum, each machine costing about \$3.75 of our money. The machine is easily operated, and a perfect knowledge of its use can be acquired in a day or two. In Foochow and in the surrounding towns at least 10,000 of these looms are at work, most of them in the houses of the people operating them. It is estimated that the operators earn from six cents to fifteen cents per day, according to their ability. The demand for the fabric produced is so great that, in spite of the large number of

looms at work, the supply cannot keep pace with the consumptive wants of the people. The demand for the cloth is likely to continue. It can be sold at the low price named because the authorities admit the yarn from which it is manufactured free of duty. The cloth is, therefore, a formidable rival to English and American manufactured cotton goods, which are subject to both import duty and lekin. As the only material used in the manufacture of the new cloth is India cotton yarn, the native product not being suitable for this purpose, the new industry is proving to be a great boon to the cotton-yarn manufacturers of India, particularly in Bombay, where many of the mills are making a specialty of the quality of yarn used by the hand looms of the Mongolian weavers. The natural result of the establishment of this new industry in China has been a great decrease in the importation of the cheaper class of cotton goods during the last few months, although the more costly class of goods, which are not manufactured in the empire, still continue to be in good demand.

Southern Textile Notes.

MR. J. C. PINKERTON, of Lexington, Miss., contemplates establishing a factory for the manufacture of cotton rope and yarn.

A MOVEMENT is on foot at Americus, Ga., for the organization of a cotton factory company. A capital stock of \$200,000 is proposed, and the Sumter Real Estate & Improvement Co. will be asked to subscribe \$65,000, which amount it will have accumulated in its treasury by next March. The farmers of the vicinity are to be interested in the company, and will be allowed to pay for their stock in cotton.

THE Hope Cotton Mills, of Fayetteville, N. C., have lately made considerable improvements, including the addition of fifty-four Knowles looms, the erection of a new beaming-room and twenty cottages for employees. This plant turns out gingham, chevots and cottonades and operates in all 14,550 spindles and 400 looms. S. H. Cotton is secretary of the company.

MR. L. D. GULLEY, who recently purchased the Goldsboro (N. C.) Cotton Mill, now has the plant in full operation after making considerable improvements, including new machinery, steam-heating apparatus and electric-light plant. He contemplates adding some spindles soon.

THE bonds of the Denison (Texas) Cotton Manufacturing Co. have not as yet been disposed of, and the directors will hold a meeting on December 15 in Boston, Mass., to determine what further steps shall be taken.

MR. J. F. CLARK, proprietor of the Manchester Mills, at Manchester, N. C., has lately added to his plant 125 spindles and ten looms, built a new cloth-room and made general repairs. His product is plaids, which have a ready sale, as their reputation in the market is good.

THE Altamahaw Mills, of Elon College, N. C., have lately been enlarged by an additional building which has been equipped with 4,368 spindles and 126 looms. The plant produces checks and gingham, and is now in full operation. An electric-light plant will be put in soon.

THE Mountain Mills (Ala.) Cotton Mill, W. H. Cherry & Co. proprietors, has secured a site in East Florence, and the plant will be removed to that place and its capacity greatly increased. Work on the buildings will be commenced at once. This mill produces yarns in skeins and warps, and operates 8,600 spindles.

THE North and South Carolina capitalists mentioned in this column several weeks ago as to build a cotton mill in the latter State have applied to the legislature for a charter for the Indianola Manufacturing & Power Co. The syndicate which

will organize the company includes Messrs. W. A. Courtenay and F. J. Pelzer, of Charleston; J. C. Robertson and Allen Jones, of Columbia, and J. B. Loudon, of Rock Hill, who purchased the famous Catawba Falls water-power in Chester county during the past summer. They propose starting with a capital of \$500,000, with privilege of increasing to \$5,000,000, and will build a large plant equipped with the latest improved machinery for the manufacture of cotton goods. In extent of water-power and land possessions this is the largest undertaking of its kind ever proposed in South Carolina, and it is claimed that the company can develop 15,000 horse-power per day from its property. Mr. Courtenay will doubtless be elected president of the concern when it organizes.

MR. F. P. TURNER has purchased an interest in and taken personal charge of the Searcy Rope & Yarn Mill at Tuscaloosa, Ala. Messrs. Searcy & Turner will make considerable changes in the plant after January, such as enlarging the building and putting in new additional machinery to increase its product.

MR. JOSEPH G. THORPE, lessee of the Cedar Hill Cotton Mills at Arlington, S. C., has his plant running in full with 2,500 spindles and thirty looms in operation. The plant turns out sheetings and yarns, and Mr. Thorpe writes us that he has an abundance of orders on hand.

A PARTY from Florence, Ala., is considering the establishment of a knitting mill at Huntsville, and Messrs. E. B. Miller and R. M. Church are endeavoring to induce him to locate. If the plant is started it will employ about thirty men and turn out 150 dozen pairs of hosiery daily.

THE new cotton mill company now being formed at Aiken, S. C., will organize under the name of the Dunkirk Cotton Manufacturing Co., to which concern a charter was granted some years ago. Temporary officers, of whom T. G. Croft is president, and F. B. Henderson, secretary and treasurer, have been chosen, and as soon as \$100,000 has been subscribed to the proposed capital of \$160,000 work will be commenced on the necessary buildings for the plant. The company has purchased a 6,000-spindle mill in North Carolina, and will operate same until the new buildings at Aiken are completed, when it will put in 4,000 spindles and add those of the North Carolina plant, making 10,000 spindles in all. The full 10,000 spindles are new and of the latest improved patterns, and will be operated on yarns. Permanent organization will be effected at a meeting to be held in January. The establishment of this mill will be of considerable value to Aiken and its vicinity, and with proper management can hardly fail to be a success.

A DETERMINED effort is being made by citizens of Woodville, Miss., to erect a cotton factory at that place. At a meeting held last week to further the project a committee was appointed to obtain full and complete information on the subject, Messrs. L. T. Ventress, D. C. Bramlett, P. Moller, Martin Rothschild and Charles Cohen composing the committee. The town of Woodville is well fitted as a location for a cotton mill, being situated on a branch of the Illinois Central Railroad, about twenty miles from the Mississippi river, in a region producing considerable quantities of long-staple cotton (the celebrated Southern Hope variety originated fifteen miles from Woodville), and having cheap fuel and labor in abundance. W. A. Elder, secretary of the meeting, will furnish information to anyone interested in the above.

THE Roanoke Machine Works output will be considerably increased at once. The Norfolk & Western has ordered them to build five locomotives monthly, and to increase other work in proportion.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 394.]

The News of Wall Street.

[From our own Correspondent.]

NEW YORK, December 7.

When one has been absent from Wall street and all its associations for a few weeks, a return to its financial circles is sure to encounter something striking and significant. The first thing that caught my eye this afternoon, as I lifted the first indicator tape to read the figures, was this legend: "Sales of stocks to 2 P. M., 116,000 shares; industrials, 122,000," or some such figures. Why, there is a whole article in that. It emphasizes a point I have often set forth heretofore, that the industrial, the trust stock, would play a great part in speculation, as well as that the idea of combination of rival manufacturing interests in the staple products, like sugar, alcohol and so on, would spread into other lines and be of benefit to both the producer and the consumer. There have even quite recently reached my seclusion reports of another gigantic combination, consolidating all the important manufacturers of safes which did not join the first fusion of four or five concerns, the latter being a consolidation of no less than eleven large houses. Any man who has an office and valuable papers knows how fierce the competition has been between the rival makers of these necessary pieces of furniture. A man only wants one safe. He had say a score of makers to choose from. An agent of each of the twenty was ready to see his rival a little better to sell him that one safe. It is easy to see to what extremes such competition would lead. As it is now, the combination of interests insures the maker a fair price. But the consumer, or purchaser rather (since safes are supposed never to be consumed), what of him? Well, the maker isn't going to charge so much that the would-be buyer can't afford to buy, in the first place; in the second, too big a profit would attract new rivals into the field, who would find good business and a living profit in underselling them. Claus Spreckels, in his Sugar Trust campaign, demonstrated that proposition as one applicable to the natural regulation of all combinations which have a monopoly of their particular line. He was a thorn in the flesh of the trust, making money himself and seeing to it that the other fellows didn't make more than their share.

This is a far cry-off from the market aspect of the shares of the industrial corporations. The public has become interested in them. They pay big dividends in prosperous times and respond in values quickly to news affecting their interests. There is always some element of uncertainty in their fluctuations that makes things interesting. They are capable of manipulation pure and simple, because the amount of share capital afloat in the street is comparatively small. There are uncertainties as to their legal status still to be made definite by legal processes pending in the case of almost all, and almost all are affected by the anti-trust law, which has yet to be more satisfactorily interpreted. The law overthrew the Chicago Gas Trust theoretically, but you can buy or sell Chicago gas on the Stock Exchange as freely now as before the decision. The Sugar Trust and the Cordage Trust and the Whiskey Trust and the Anthracite Coal Trust are other living examples of this. Reading shares went up Tuesday at a lively rate, stimulated by a favorable decision in one of its multitudinous suits brought against the alliance of coal-producing roads. To-morrow there might be an adverse decision in New Jersey or New

York, or a dangerous bill introduced in Congress or one of the legislatures, and the speculators will respond to it for quick turns on the bear instead of the bull side. Yet these things have no real or direct bearing upon the permanent investment value of the shares dealt in.

The Cordage Trust, it is announced, proposes to add \$10,000,000 to its share capital, doubling it. That either means that the owners will change their two dollar bills into ones, or that the trust will really double its capital investment. In the first instance it could do no more harm than the money-changing referred to; in the other it would be a distinct gain to the holders of each share of the \$20,000,000, for it would by so much increase the earning power. At least it should, or why would fresh capital be required or how used? Yet an addition to the capitalization of a railroad almost always is followed by a greater or less immediate fall in the price of shares. It is noticeable, however, that this in a good company is soon recovered, and hence it may merely reflect the temporary embarrassment of the market in absorbing the new issue.

Though the monetary conference at Brussels has been foreshadowed for months, and has been talked of, as I am aware, in most bank directors' meetings and whenever two or three leaders in the money market may have been gathered together, for a long time, very little of the talk has been taken up among the general investment public. Even the financiers themselves, I learn, are surprised by the interest the other nations party to it have manifested. As long as a month ago I asked several leading financiers what they thought might be accomplished by the conference. "Just talk" was the burden of their replies. They thought, generally, that a few doctrinaires would propose various impracticable schemes which the Americans could not approve, that the English would look idly on and disapprove of everything but sterling first, last and all the time, and that all the Europeans would turn and rend whatever plan America, as the great silver producer, might bring forward. These gentlemen, whom I saw again to-day and yesterday, gladly changed their front. If nothing else had been accomplished, they argued, the conference has shown to all people the necessity, or at least the advantage, of a remedy for the existing state of things, which must be found in some scheme acceptable to all for restoring silver to a place in the monetary machinery of civilization. England's Indian interests require something to be done with the rupee, while the general scarcity of sterling is shown by the shuttlecock travelling of millions of gold from America to Europe.

The professed financial journals and the daily papers in their editorial leaders are more competent than I, a mere Wall street writer of ephemerides, to discuss the question with respect to its merits, but there is a side light or two that have attracted my attention and may prove interesting. There is a scare, or trouble at least, in the street whenever gold is taken for export out of season, as, for instance, at this time. But we have plenty of gold, and the actual condition of the sterling exchange market shows that there is no need of exporting the yellow bars at this time. The United States is the creditor nation in the bargain. We have for various reasons been making prompter settlements with our traders across the water for one thing. Whenever there is a chance for them to ask for gold they have taken it, for they need it. The United States has plenty and lets it out freely. This nation produces \$40,000,000 or more of gold annually. It is consequently that much richer and gets full value in something she wants in return for the gold that she does not want. A

good many of our securities have come back here in the past year or so; in fact, ever since the Baring failure. Is it a bear argument or one indicating lack of national prosperity that Europe is paying for our commodities with our obligations—that is to say, our interest-bearing securities, which are in themselves wealth, because she cannot spare the gold? Marry, I throw not. No one sells stocks because we export silver, another product of American mines. When the drain of gold becomes alarming it may be time for the government to prevent it. For the present no one fears that the credit of the government is impaired by the shipments of bullion abroad.

* * *

All of which brings me to the talk of national prosperity which I heard on every hand in the street. One pointed to the cereal crops and the immense accessions to our wealth which they are bringing in more and more annually; another to the direct blessing of a shortage in cotton, not due to failure, but to restricted acreage; another to the evidence of plenty in the movement of goods for the holiday trade, now well completed by the wholesalers. The very crowd at the Thanksgiving Day football game here was remarked by one enthusiast as a sign of the plentifulness of money among the people. Of course, one smiles at the latter instance cited, but the mere talk among the generality of men who ought to know is in itself a very encouraging sign.

* * *

I found more talk about the South than I have heard in months. The admirable collection of opinion from two cotton States as to the business outlook has made a considerable impression in the street, and its lesson is being quoted everywhere. Although, as I hear, English spinners are trying to hold off for a fall in cotton, the statistics are against them. The demand is certainly half a million more than this year's crop and last year's surplus, and they should be climbing for it instead of operating for a fall. However, Mesdames Carolina and Georgia, that is their lookout.

A gentleman who has just returned from a trip through the Eastern, Southern and Gulf States, told me yesterday that he believed the time ripe for a generous influx of Northern money for railways and manufacturing in those regions. The country is growing so rapidly, and yet so surely, according to his judgment, that the investment was sure to be profitable. He had heard, he said, of several large manufacturing enterprises now being financed, and though he was not at liberty to go into details, he assured me that they were of no mean importance, and would tend to attract the attention of other large capitalists to dozens of other opportunities for placing large sums of money in paying investments.

* * *

The threatened stoppage of the reception of immigrants until the cholera danger is entirely over, brings with it trade possibilities of vital interest to every Atlantic seaport. The large carrying companies admit, with rather indiscreet candor, it seems to me, that their profits come entirely from this class of trade; or rather, to give them due credit, they say it will not pay them to run vessels to American ports unless they can carry immigrants. This means the diversion of a good deal of our carrying trade to Canadian ports, for our English cousins are more accustomed to cholera than we, apparently, and the handling of the cargoes of these vessels would, in the event of our stopping immigration, go to Canada and benefit Canadian railroads at our expense, while the immigrants would find easy access via the Canadian border without the wholesome inspection provided at our ports of entry.

Savannah, Americus & Montgomery.

The embarrassment of the Savannah, Americus & Montgomery Railroad Co. is an incident of the week generally regretted by those familiar with the history and prospects of this road. Its difficulties, which it is hoped are only temporary, were brought about by circumstances unavoidable. A diminution of traffic, unsatisfactory rates and collections, and the large outlays from earnings for the ballasting and readjusting required on a new road, were the main causes. The completion of the line to Montgomery, necessitating large expenditures, also helped to cramp its finances. The payment of the January interest, in view of the current liabilities that needed to be met at once, was doubtful, and as the meeting of both was impracticable, friendly creditors took the steps which resulted in the placing of the property in the hands of S. H. Hawkins as temporary receiver. Steps are being taken to secure the appointment of T. Edward Hambleton, of Baltimore, as co-receiver.

Negotiations are said to be pending for the taking care of the January interest, amounting to about \$100,000, which would enable the company to pay floating debts from its revenues and make the receivership short-lived.

The road extends from Lyons, Ga., to Montgomery, Ala., a distance of 270 miles, passing through thirteen of the largest and best counties of Georgia and Alabama, seven of which, until it was built, had no railroad facilities. The Albany, Florida & Northern Railroad, thirty-five miles long, is operated under a lease, and the company has thirty-five miles of sidings and connecting tracks, a total of 340 miles. The bonds issued amount to \$2,940,000. The capital stock, \$1,100,000, was paid in cash and the money expended on the road. The property is in an exceptionally good physical condition, and the equipment is good. Traversing a fertile agricultural country and opening up a resourceful timber and naval stores territory, the line possesses valuable advantages for a large and lucrative business, and it seems that with the adjustment of its present troubles it would be well able to make some returns to stockholders, besides meeting fixed charges.

Railroad Notes.

THE Jacksonville & Atlantic Railroad, extending from South Jacksonville to Pablo Beach, Fla., a distance of sixteen and one-quarter miles, and including rolling stock, etc., has been purchased by M. W. Drew for \$11,500. Mr. Drew assumes the first mortgage bond indebtedness of about \$50,000.

The gross earnings of the Louisville & Nashville for October were \$2,038,152, an increase of \$75,125 over the same month of 1891. The operating expenses were \$1,214,270, a decrease of \$4,110.

CECIL GABBETT, general manager of the Columbus Southern and the Atlanta & Florida, has been made general manager of the Savannah, Americus & Montgomery Railroad. Mr. Gabbett is considered one of the ablest executive officers in the South.

THE gross earnings of the Northeastern Railroad of South Carolina for the year ended June 30 were \$659,256, operating expenses and taxes \$500,411, and net earnings \$158,845.

THE Louisville & Nashville has received the first two of twenty large new passenger locomotives ordered from the Cooke Locomotive Works, of Paterson, N. J. The annual inspection of this road has lately been completed. The physical condition is reported excellent, with the exception of one or two branches. Within the past few years heavy steel rails have taken the place of lighter ones, and the only requirement now is a better supply of freight cars.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.
MANUFACTURERS' RECORD BUILDING,
Lexington and North Streets,
BALTIMORE.

EDWARD H. SANBORN, Managing Editor.
THOMAS P. GRASTY,
Special Southern Correspondent.

WESTERN OFFICE—535 and 537 The Rookery,
Chicago, Ill.
CLARENCE P. DAY, Manager.

NEW YORK OFFICE—126 Liberty Street.
F. W. ROLLINS, Manager.

NEW ENGLAND OFFICE—952 Exchange
Building, Boston.
S. I. CARPENTER, Manager.

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BALTIMORE, DECEMBER 9, 1892.

Notice to Advertisers.

The last forms containing advertisements
are closed on Tuesday afternoon. New adver-
tisements or changes should be received not
later than Tuesday noon to ensure attention
in the issue bearing date of the following
Friday. Reading matter should be in our
office on Wednesday, although late news can
be received early Thursday morning.

LONDON *Iron*, speaking of Central
African ironworkers, says that district
enjoys almost absolute immunity from
strikes. The reason for this, it suggests,
may be due to the custom there of cut-
ting off the head of any malcontent, and
using his skin to patch the crude bel-
lows used in the process. There is
little doubt that such measures would
prove highly efficacious.

THE Secretary of the Treasury has
sent to the Senate the report on the
Nicaragua Canal Co. showing that,
since its organization, 10,145 shares of
stock, aggregating \$1,014,500, have been
subscribed for at par. Of this amount
\$1,001,450 has been paid into the treasury
in cash, and from other sources the
treasury has received \$39,300. The
other assets consist of concessions,
rights, privileges, etc. The report gives
a description of the work already done,
and says that the government of Nica-
ragua has officially declared that the
company has more than complied with
the provisions of its concessions. This
formal acknowledgment confirms the
company's title for ten years in which to
complete the canal.

THE determination of Dr. W. A.
Harris, president of the Wesleyan
Female Seminary, of Staunton, Va., to
erect a college at Roanoke will be
noted with interest throughout the
South. Dr. Harris is well known as
one of the leaders in the movement for
advanced education, and his long ex-
perience, coupled with his very com-
plete knowledge of education in all of

its branches, will enable him to make
this new college a model in all depart-
ments. The name given is the Virginia
College for Young Ladies. No pleas-
anter or healthier situation than Roa-
noke could have been secured, and,
apart from the educational advantages
which it will open for the young people
of that city, it will prove of value to the
city by spreading knowledge of its
thrifty condition. The contracts for the
erection of the college buildings have
been signed, and within a year they will
be completed.

THE superintendent of a Denver min-
ing company has made a proposition to
the Secretary of the Treasury in which
he states his willingness to coin silver
dollars, containing 400 grains of silver, of
better design than the present, and
each coin numbered and lettered,
for ninety cents each. With silver
valued at eighty-five cents per ounce,
the present dollar of 371¼ grains is
worth 65.71 cents. The 400-grain dollar
would be worth 70.8 cents, leaving a
margin of 19.2 cents for the cost of coin-
age and profit. As long as the price of
silver is under \$1.29 29-100 there would
be a profit in this operation. This
strongly emphasizes the need of legisla-
tion respecting our silver coinage. At
present values a counterfeiter can pur-
chase for sixty-five cents enough silver
to make a commercial dollar, and, if
well executed, it would be impossible to
say whether it was counterfeit or not.
A margin of thirty-five cents to
cover coinage expense leaves too great
a percentage of profit to have been
overlooked, and it is not at all improb-
able that money of this kind is in circula-
tion to-day.

Products of the Mineral Indus- tries.

An advance proof of the chart show-
ing the total mineral products of the
United States from 1880 to 1891, inclusive,
has been forwarded us through the
courtesy of Dr. David T. Day. The
figures shown for the latter year are sur-
prising in view of the financial depres-
sion existing at that time, and indicate a
substantial growth which is most grati-
fying. The total value of metallic and
non-metallic products for the past five
years has been as follows:

1887.....	\$542,691,374
1888.....	564,498,631
1889.....	587,230,662
1890.....	656,604,698
1891.....	668,524,537

In 1890 the total values were over \$79,-
000,000 greater than ever before, and in
1891 they exceeded this figure by nearly
\$12,000,000. The former year still leads
in the production of pig iron, 9,202,703
tons valued at \$151,200,410, against
8,279,870 tons valued at \$128,337,985 in
1891. In bituminous coal 1891 leads all
previous years with a production of 105,-
291,721 tons valued at \$117,106,483, as
against 99,392,871 tons valued at \$110,-
420,801 in 1890. The total quantity of
phosphate rock raised in 1890 was 510,-
499 tons valued at \$3,213,795, and in
1891 it was 587,988 tons valued at \$3,651,-
150. In pyrites there has been a notable
increase in value, the product for 1890
being 111,836 tons valued at \$273,745,
against 119,320 tons in 1891 valued at
\$338,880. In the value of precious stones
there has also been a notable increase,
from \$118,833 in 1890 to \$235,300 in 1891.
The greatest value hitherto was for those

produced in 1884. In gold, silver, lead,
copper and zinc the production for 1891
exceeded that of 1890. The amount of
tin produced in 1891 is given as 125,289
pounds valued at \$25,058. The growing
use of aluminum is also shown, the pro-
duction in 1883, the first year of which
record was kept, being eighty-three
pounds valued at \$875; in 1890 this had
increased in quantity to 61,281 pounds
valued at \$61,281 and in 1891 to 150,000
pounds valued at \$100,000.

Wasteful Coal-Mining.

In a recent number of the *Colliery
Guardian* there appears an article by
Walter J. May, dealing with coal waste
and its remedy, which suggests a means
of overcoming the heavy loss conse-
quent upon ordinary mining methods.
Mining conditions in England and this
country are quite dissimilar, but the les-
son of economy is applicable in both
cases. One of the heaviest losses in
coal-mining is the amount necessarily
left underground, generally assumed as
30 per cent. of the total quantity in the
field; another, though smaller loss, is
in the interstratified coal and slate which
is thrown away; still another, though
indirect, is the small value of slack which
passes through the screen.

As to the first and greatest item, this
loss is both upon the miner and owner
of the property. The former receives a
smaller return for the capital invested
in his mining equipment improvements.
The latter loses 30 per cent. of the
royalty which would be secured if all
coal was removed. The only means by
which this can be remedied would be
the adoption of some system of mining
by which all of the coal may be taken
out as mining progresses. The system
which accomplishes this is the longwall,
and, either in its usual or some modified
form, it can be adapted to all conditions
and kinds of coal seams. Much as has
been said against it, there has been more
for it, and wherever applied and carried
out with good judgment the results have
been eminently satisfactory in reducing
the cost of all items, other than cutting,
and in confining operations to a smaller
area, making ventilation and drainage
easier. No doubt the first cost of oper-
ating for longwall working is greater
than for the other systems, but the final
cost as certainly is less.

In all coal-mining operations, without
regard to what system is employed, coal
mixed with slate is thrown out in the
mine as far as possible, and what is
found on the cars, either before dumping
or afterward, is carefully picked out and
thrown away. Will it pay to save this
and separate the coal? The material is
easily crushed, not expensive to wash,
and every cent saved above actual cost
is clear gain. The slack coal which
passes through the screen has a lower
value than the larger lumps, both be-
cause of its fine form and the impurities
in it. Whether or not it would pay to
wash this depends upon the use which
will be made of it and the amount of
impurities which it contains.

This subject contains food for thought
on the part of coal operators, the own-
ers of coal lands and all persons in-
terested in economic problems. Sooner
or later we will have to pay for the waste
we are now both allowing and encourag-
ing. Apart from the future, there is
economy in saving methods in the pres-

ent, but the efforts thus far seem to have
been directed more to reducing costs of
labor, supplies and handling than to
improvements in mining methods or the
recovery from material thrown away of
the valuable parts it may contain.

Foreign Trade of the South.

The active efforts that have been put
forth during the past year towards the
establishing of steamship lines from
Southern ports to foreign markets has
been exceedingly fruitful in substantial
results, and before the end of this month
there will be further progress to chron-
icle in this direction. Two months ago
the first steamer of Murrell's Line left
Brunswick, Ga., for Liverpool and Bre-
men, and five vessels are now engaged
in regular service between these ports.
The steamer *Genoa*, of the Prince Line,
is announced to load at Savannah this
month for Mediterranean and Adriatic
ports, to be followed by other vessels of
the same line. Plans are now being
perfected for the establishment of an-
other line to sail from either Brunswick
or Savannah, a feature of the plan being
the organization of a banking concern
to make advances on exports and im-
ports. Mr. James Knott, an English
shipowner who has large interests in
the Prince Line, is putting a regular line
of steamers in service between Charle-
ston, S. C., and Mediterranean ports, the
Swedish Prince, which is the first vessel
of the line, being due in Charleston
about this time. Ernest Bigland & Co.,
of London, who have recently made a
careful examination into the conditions
of trade at Southern ports, have made
a proposition for the establishment of a
line sailing from Port Royal, S. C.

Probably the most important develop-
ment in the foreign trade of the South
is the recent announcement of the Ches-
apeake & Ohio Steamship Co., Limited,
which will place six new steamers in
service between Newport News, Va.,
and Liverpool. Its identity with the
Chesapeake & Ohio Railway means the
establishment of a large export business
at Newport News. We chronicle this
week the arrival in London of the
steamer *Ethelwold*, with a cargo of
Florida oranges from Fernandina. Al-
ready the steamer has been chartered
for another similar voyage, and while a
single vessel can hardly be regarded as
a "line," it is a forerunner of further
developments along this line. We also
mention in this issue the establishment
of a new line of steamers which will ply
between Pensacola, Fla., and Havana,
Cuba, in co-operation with the Louisville
& Nashville Railroad. The first vessel,
the *Baracoa*, will inaugurate the service
this month. Bordeaux capitalists have
been negotiating for several weeks with
New Orleans merchants, looking to the
establishment of a steamship line which
shall bring New Orleans into better com-
munication with Mediterranean ports.

These are the most important of the
direct foreign trade plans that have thus
far been put into operation or into tangible
shape, and these enterprises mark the
inauguration of a great foreign shipping
business at Southern ports. The South
has raw materials and products in abun-
dant to send to foreign markets, and
will supply its needs of foreign goods
direct from producers instead of buying
and receiving its wares through North-
ern merchants.

The Annual Government Estimates.

[From our own Correspondent.]

WASHINGTON, D. C., December 7.

The total estimates of appropriations required for the service of the fiscal year ending June 30, 1894, prepared by the Treasury Department and transmitted to the House of Representatives on Tuesday, amount to the aggregate sum of \$505,861,335, being \$15,929,241 more than the estimates for 1893.

These estimates, of course, do not include any anticipated amounts for deficiencies in past appropriations or for miscellaneous appropriations. While the formal estimates submitted to Congress last December footed up only \$489,932,093, the appropriations authorized at the first session of the present Congress upon those estimates and upon additional estimates subsequently submitted amounted to \$507,600,188, or \$17,668,095 in excess. Excluding all deficiencies and miscellaneous appropriations, the estimates for 1894 exceed the total appropriations for 1893 by \$17,375,260.

On the other hand, the total revenues, as estimated by the Secretary of the Treasury, for 1894 will be only \$490,121,365, including postal revenues, thus forecasting a prospective deficit, in addition to that which exists at present, of \$15,739,969, and this without counting any probable deficiencies or miscellaneous appropriations. If, however, default should be made in the payment of \$48,600,000 to the sinking fund, and deficiencies and miscellaneous appropriations are excluded, there is made to appear a prospective surplus of \$32,860,030.

These are the new estimates by bills, as compared with the estimates and appropriations for the present fiscal year, set forth in an official table prepared by the clerks to the committees on appropriations of the Senate and House:

Title of Bill.	Regular annual estimate 1893.	Regular annual estimate 1894.	Increase 1894 over 1893.	Reduction 1894 under 1893.	Regular annual appropriation 1893.
Agricultural.....	\$3,360,995 50	\$3,315,500 60	45,495 50	\$3,232,995 50	\$3,232,995 50
Army.....	25,949,207 59	25,922,955 43	26,252 16	24,308,499 82	24,308,499 82
Diplomatic and Consular.....	2,138,466 14	1,737,079 90	401,386 24	1,604,045 00	1,604,045 00
District of Columbia.....	5,662,125 17	6,733,544 66	\$1,131,419 49	5,317,973 27	5,317,973 27
Fortifications.....	9,396,667 66	7,372,365 00	2,024,302 66	2,734,276 00	2,734,276 00
Indian.....	8,603,907 76	8,123,211 31	480,696 45	7,664,047 84	7,664,047 84
Legislative, etc.....	22,754,038 05	22,628,815 81	125,222 24	21,900,132 97	21,900,132 97
Military Academy.....	506,320 18	489,332 12	16,988 06	428,917 33	428,917 33
Navy.....	27,194,639 80	24,471,498 21	2,723,141 59	23,543,385 00	23,543,385 00
Pensions.....	147,064,550 00	166,831,350 00	19,766,800 00	146,737,350 00	146,737,350 00
Postoffice.....	80,323,400 51	84,249,119 67	3,925,719 16	80,331,276 73	80,331,276 73
Rivers and Harbors.....	35,193,955 91	38,521,349 30	3,327,393 39	21,154,218 00	21,154,218 00
Sundry Civil.....	35,193,955 91	38,521,349 30	3,327,393 39	27,665,076 93	27,665,076 93
Regular annual appropriations.....	368,068,213 61	390,393,061 41	22,324,848 24	366,622,194 39	366,622,194 39
Permanent annual appropriations.....	121,563,880 00	115,468,273 92	6,095,606 08	121,863,880 00	121,863,880 00
Total regular and permanent annual appropriations.....	489,632,093 61	505,861,335 33	26,229,241 72	488,486,074 39	488,486,074 39

Deficiency appropriation, first session, Fifty-second Congress..... 15,995,191 50
Miscellaneous appropriations, first session, Fifty-second Congress..... 3,208,922 82
507,600,188 71

An analysis of the budget shows that Southern interests are equitably cared for in the estimates. Under the time-honored precedent set by the first session of the Forty-fourth Congress and followed by all of its successors, by which no river and harbor bill is framed at second sessions of Congress, none will be prepared this year, but liberal estimates have been submitted by the engineer department of the army for continuing such works as have been already begun under contracts authorized in the river and harbor bill of last session. These works, if appropriated for at all this session, will doubtless be carried in the sundry civil bill, according to the recent practice. Among the amounts which, it is stated, can be profitably expended, are these:

RIVER AND HARBOR WORK.

Great Kanawha river, W. Va., \$500,000.
St. John's river, Fla., \$284,500.
Mississippi river, from mouth of Ohio to Minneapolis, Minn., \$1,625,000.
Charleston harbor, S. C., including Sullivan island and Mount Pleasant shore, \$750,000.
Savannah harbor, Ga., \$1,000,000.
Mobile harbor, Ala., \$1,000,000.

Galveston harbor, Texas, \$1,000,000.
Mississippi river, from head of passes to mouth of Ohio river, under the Mississippi River Commission, \$2,665,000.

PUBLIC BUILDINGS.

These estimates are given for work on Federal postoffices and other public buildings throughout the South.

Baltimore postoffice, completion of approaches to building, \$25,000.
Clarksville, Tenn., postoffice, completion of approaches, \$25,000.
Charleston, S. C., postoffice, completion, \$50,000.
Norfolk, Va., postoffice, \$60,000.
Savannah, Ga., postoffice, continuation, \$100,000.
Washington, D. C., postoffice, continuation, \$500,000.
Baltimore, Md., extension of Marine Hospital, \$3,100.
Louisville, Ky., Marine Hospital, \$1,000.
New Orleans, La., Marine Hospital, \$7,000.
Wilmington, N. C., Marine Hospital, surgeon's residence, \$7,000.
Cape Charles quarantine station, new, \$131,000.
Gulf quarantine station, \$30,000.
Key West quarantine station, Fla., new, \$4,000.
South Atlantic quarantine station, \$9,000.

LIFE-SAVING SERVICE, LIGHTS, SIGNALS, ETC.

For the life-saving service the estimate is \$1,330,747, an increase of \$302,697 over the amount granted by the current law.

For establishing new life-saving stations the estimate is \$50,000, an increase of \$5,000 over current law.

For supplies of lighthouses the estimate is \$408,000, an increase of \$38,000.

For repairs of lighthouses the estimate is \$710,427, an increase of \$365,000.

For salaries of lighthouse keepers the

junction of new cut-off channel and Craig-hill channel, Baltimore harbor, \$60,000.

For new range lights at entrance of Beaufort harbor, N. C., \$10,000.

For new range lights on Cape Fear river, N. C., \$3,105.

For new steam light vessel with steam fog signal on Cape Lookout shoals, N. C., \$70,000.

For new light station in Dog river bar channel, Mobile bay, Ala., \$20,000.

For new light station near Hillsboro inlet, Fla., \$90,000.

For new light at Machipongo inlet, Va., \$125,000.

For beacon lights in the inside passage from Savannah, Ga., to Fernandina, Fla., \$4,000.

For new keeper's dwelling at Lazaretto Point lighthouse depot, Md., \$2,500.

For new light station on Mermontau river, La., \$7,000.

For new light station near Mt. Cornelia, Fla., \$175,000.

For new light station near St. Joseph's Point, Fla., \$25,000.

For new light and fog-signal station on Swan Point bar, Md., \$50,000.

For new light station near Wreck Point, N. C., \$5,000.

OTHER SOUTHERN OBJECTS.

For extension of quay wall and extension of water system at Norfolk navy-yard, Norfolk, Va., \$48,000, an increase of \$16,500.

For Columbia arsenal, Columbia, Tenn., \$21,100, an increase of \$9,600.

For repairs of San Antonio arsenal, San Antonio, Texas, \$5,000.

For Chickamauga and Chattanooga National Parks, Tenn. and Ga., \$160,000, an increase of \$10,000.

For artillery school at Fort Monroe, Va., \$6,323, an increase of \$1,323.

The estimate for contingent expenses of the mint at New Orleans is \$35,000; an increase of \$2,000.

The estimate for contingent expenses of the assay office at Charlotte, N. C., is \$2,500; an increase of \$500.

The estimate for general expenses of the weather bureau under the Department of Agriculture, including expenses of signals, forecasts, crop bulletins, etc., is \$748,170, an increase of \$49,305.

The current appropriation of \$196,000 for special mail facilities on trunk line railroads from New York to Tampa, Fla., is omitted from the estimates. In other respects the estimates call for substantially the same amounts for other objects of Southern interest as are given in the current laws.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

THE city council of Roanoke has awarded to W. H. McKay the contract for supplying the city with 100 arc lights of 2,000 candle-power each. The price to be paid is nineteen cents per lamp per night. The city reserves the right to purchase the entire electric plant at any time within the next five years.

A REPORT from Harriman, Tenn., states that arrangements are practically completed for carrying out the refunding plan and within a short time the transaction will be consummated. Arrangements are being made to construct a new depot at Oakdale Junction, as the present one is too small for the passenger traffic going to Harriman. The building will be 40x125 feet.

M. SEMPLE, of Philadelphia, has sold to Hon. Peter McLaren, of Canada, the Douthat survey, a large body of land in Alleghany and Bath counties, Va. Mr. Semple has recently been in Covington to close the deal. The price paid is said to be \$300,000, and the area of the tract sold is between 90,000 and 100,000 acres. The

land is nearly all valuable timber property and said to contain excellent mineral deposits. It is not known whether Mr. McLaren will commence operations to develop it at present.

E. B. GORDON, of Georgia, and Milton Humes, of Huntsville, Ala., representing a syndicate, have purchased 20,000 acres of land around the gas wells of Warfield, near Huntington, W. Va. The purchasers propose a thorough development of the property for gas, and intend to pipe it to the Ohio river and supply towns along the banks.

HON. J. L. MARTIN, of Brattleboro, Vt., representing a New England syndicate, recently purchased a large block of property extending from Fifth to Sixth streets, in Fort Worth, Texas. The amount paid was \$100,000 spot cash. The property was originally part of the W. A. Huffman estate, and the sale will smooth out some difficulties in adjusting it. For the present owners it will prove a valuable property, the rents even now netting 10 per cent. This is one of the largest cash real estate sales ever made in Fort Worth.

A METHOD for the expenditure of the \$75,000 appropriated by Congress for the improvement of the Delaware and Chincoteague inland waterway on the Maryland coast is being prepared by Gen. W. F. Smith, of the United States engineering corps. The bays from Rehoboth, Del., to Ocean City, Md., are now being examined by engineers with a view of locating the most feasible route for digging a channel to open inland navigation between the two places.

THE excellent quality of the bauxite found near Piedmont, Ala., has induced further explorations, and it is said that some large and particularly fine deposits have recently been discovered. The town of Piedmont, being in the centre of this bauxite belt, offers every inducement for reducing the material to aluminum. The new reduction works being started at Rome is the first step toward making this metal in the South, and while the process to be employed has a suspicion of "patent medicine" about it, it may serve to draw others into the field.

EX-SENATOR FARWELL, who is deeply interested in General Dyrenforth's rain-making experiments, says that he believes Louis Gathman, a Chicago inventor, has found even a more satisfactory means of accomplishing this purpose than by the explosion of dynamite. Mr. Gathman proposes to release liquified carbonic acid gas at a high altitude, so that the intense cold produced will condense and precipitate any moisture which there may be in the air. The theory is quite as feasible as that of General Dyrenforth. Possibly the two might be combined, sending up a balloon carrying cylinders of gas and then shooting at it. The government might be induced to take an interest in the experiments, if only for the sake of the excellent opportunity offered for target practice.

THE new slaughter-house and stock-yards which are in course of erection in the Third district of the city of New Orleans will, when completed, be the largest in the South. The old Chalmette cotton mill has been purchased by the promoters of this enterprise and on its site will be erected the slaughter-house. Ground is being prepared for the erection of an annex which will contain large refrigerators, and all the machinery will be of the most approved style. The stock-yard will be divided into ten sheds and will be 1,700 feet long by 325 feet wide, and will cost about \$80,000. Everything connected with this plant is expected to be ready for operating by the end of January next. Only the most approved and humane methods of killing will be adopted.

MECHANICAL.

American Society of Mechanical Engineers.

[From our own Correspondent.]

NEW YORK, December 6.

The American Society of Mechanical Engineers was organized April 7, 1880, in New York, Professor Thurston being first president. Then it was a handful of enthusiasts, who hoped much and who worked hard. To-day it has 1,500 members, and is the most successful engineering society on earth. It has had in its thirteen years of life twelve presidents, all of whom are well-known engineers, and some of them are famous men. The membership resides in every country with pretensions to civilization and in every State in the Union. There are two meetings every year, one in New York at the home of the society, and the other at the point of greatest mechanical interest. The summer meeting in 1892 was at San Francisco. That of 1893 will be at Chicago to collide with the Columbian Exposition.

The recent meeting at the house of the society, No. 12 West Thirty-first street, New York city, began on the night of November 29, and adjourned on December 2. Although the night was stormy and slushy under foot, there congregated about 250 members from the adjacent cities as well as from points distant. The opening address of President Loring was optimistic, and is a very scholarly and interesting paper. Then followed the getting known of new members, the renewal of old acquaintanceship, and afterward a good lunch in the banquet-room.

On Wednesday, the 30th, the professional papers were read and discussed, and on the days afterward this was continued to completion. On Wednesday evening there was a ball at Sherry's, where the members and their ladies beguiled the night with social intercourse, and it was a very agreeable affair.

A feature of this society is the interest taken in it by the women who are of the members' families. They generally come to the meeting with the members, get acquainted with everybody and do considerable shopping as a side issue. They thus add a social feature, which is a rare one in scientific bodies, but which is a source of considerable interest and strength. Many local industries invited the members to their works and excursions were made up to visit them. Hence the members were not permitted to get sleepy for want of attractions to beguile their attention during waking hours. In fact, together with the theatres, there were too many attractions for natural rest, and there are members who found but little sleep during the time the meeting was on.

Many of the papers are not of general interest to the readers of this journal and will not be referred to here. One of the faults in most papers read is that of extreme technical obscurity, so much so that many—the majority—of the best of American engineers do not follow the subjects, and the papers are neither read nor listened to. Knowledge should be either concealed or revealed thoroughly.

Following are some of the papers in extract:

The "Steam Engine in Modern Civilization" was the subject of the annual address of President Charles H. Loring, the salient points of which were as follows: The great historian who looks back a century hence upon the present era will point out that the great underlying cause of the wonderful progress made by mankind during the past hundred years was the steam engine. This machine is what no other machine ever was, the creator of physical power to an enormous extent, at so small a cost and so convenient of application that it has revolutionized the econ-

omy of labor, and, in so doing, all conditions of man. The steam engine is a machine which has been a prolific parent of other machines. It has caused the invention and construction of ingenious power tools employed in its fabrication: it has caused the improvement of metallurgy as a science; it may be said to have created whole branches of important manufactures, and to have been the occasion of the invention of the highly diversified machinery by which these manufactures are practiced, and last, and greatest, it has stimulated and directed the human intellect as nothing else ever has. It has raised man from an animal to something approaching what a great intelligence should be by simply placing in his hands a limitless physical power capable of application in every conceivable direction and for every conceivable purpose.

One of the peculiarities of the genesis of the steam engine is that it seems to have been more in the nature of a creation than of an evolution, for it was carried by its inventor, both as regards principles and practice, to a wonderful state of completeness. The only modification in which he was not concerned is that of using the same steam in successive cylinders, thus forming what is termed the multiple cylinder engine. The original multiple cylinder engine of Hornblower, brought out in 1781, and since known as the compound, and, by extension of its principles, the triple and quadruple expansion engine, had a beginning almost coeval with the single cylinder of Watts. It did not, however, give any economic gain over the latter, as the pressure of steam was the same in both and only a few pounds above atmospheric pressure. At that time the art of boiler-making was so inchoate that sufficient strength of generator could not be obtained for greater pressure. Aided by the improvement in the boiler-maker's art, the advance which has been made in steam engines is a direct result of higher pressure of steam used.

If the original steam engine was the greatest boon man has ever received, an increase of its value by one-third should add proportionally to the benefaction, and such is the effect of the modern steam engine in its most advanced stage. This great improvement, adapting it to higher possibilities and greater range of action, has carried with it all matters germane to it. Following as a natural sequence comes the question, Is it to continue as the great power-producing machine of the future? To give answer to this is to say how it can be done, and as yet none is ready with a reply. Already we are beginning to avail ourselves of the enormous water-power energy now going to waste. Faint electrical energy has been drawn direct from the combustion of fuel. The wind, tide and rays of the sun have locked up within themselves enormous stores of power waiting, perhaps, for the ingenuity of man to unbind and convert them to his uses. But when all shall have been realized which these as yet unused resources offer to man the steam engine will still remain his valued servant, the greatest conception of the human mind, the great conservator of the human race.

A paper was read by Anthony Victorin, of West Troy, N. Y., on "The Performance of an Overhead Travelling Crane Operated by a Single Electric Motor," in which the writer described the crane employed at the army gun factory at Watervleit arsenal.

John T. Hawkins, of Taunton, Mass., read a paper on "A New Graduating Steam Radiator," describing one designed by himself in which any degree of heat could be effected and danger from steam condensation avoided.

James B. Stanwood, of Cincinnati, Ohio, read a paper on "Strains in the Rims of Fly-Band Wheels Produced by Centrifugal Force," describing various forms for con-

structing wheels and the causes which lead to rupture.

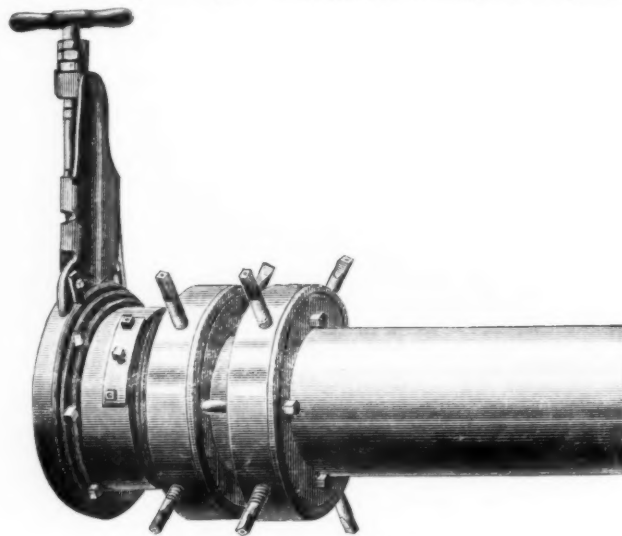
F. M. Rites, of Pittsburg, Pa., read a paper on "An Analysis of the Shaft Governor," giving some valuable formulae on the subject.

W. A. Gabriel, of Elgin, Ill., read a paper on "A New Process of Cutting Cams," describing a method adopted by himself for cutting cams of great accuracy.

Fred. H. Daniels, of Worcester, Mass., read a paper on "An Interesting Boiler Explosion," describing the rupture of a

tool nipples of any length may be cut and threaded.

The lathe is secured on the pipe by means of a universal chuck made entirely of steel; this secures the pipe on the axis of the lathe ready for cutting off or threading. To change from 2½-inch to 6-inch pipe requires less than a minute's time. It can readily be seen that this tool does not require hard labor to work and is not likely to get out of order. The cutter and threading tool can be easily removed for sharpening or replaced at small



THE MASON HAND LATHE.

boiler in the plant of the Washburn & Moen Manufacturing Co., Worcester, Mass.

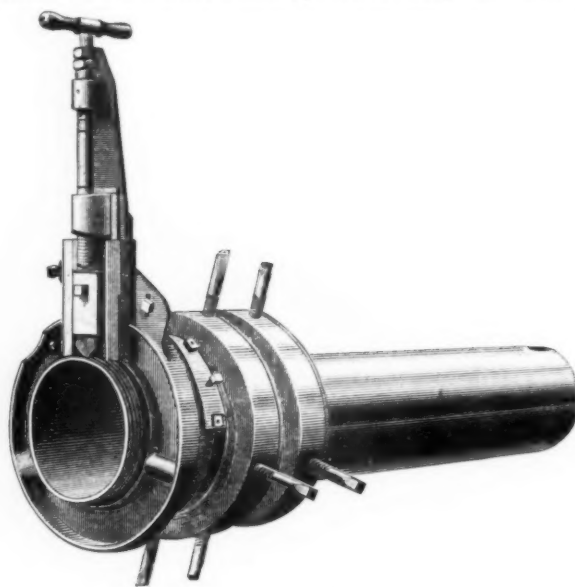
In topical discussions and interchange of data, H. F. J. Porter considered the question of "How Can the Present Status of the Engineering Profession be Improved?" Prof. John E. Sweet that of "Is the Weaving-Shed Form of Construction Well Adapted for a Modern Machine Shop," and W. S. Rogers discussed "To What Extent Can the Milling-Machine be Used to Replace the Planer in Daily Operation." ALBERT D. PENTZ.

Mason Hand Lathe.

This useful tool is put on the market by the Mason Hand Lathe Co., of Des Moines,

Flexible Friction Clutch.

A new flexible friction clutch, Waldron's patent, is being manufactured by the



THE MASON HAND LATHE.

Iowa, and is adapted to cutting off or threading steam, gas and water pipes. As can be seen in the illustrations, the tool is simple and handy, so that it may be carried to the place where work is to be done, and is not likely to get out of order. It is operated by one person and will cut a thread on any size pipe from one to six inches in diameter as quickly as it could be cut on an engine lathe. The thread is smooth and of standard taper. With this

Chambers Brothers Co., Fifty-second street, below Lancaster avenue, Philadelphia, Pa. This clutch, shown in the accompanying illustrations, has several new and valuable features. Fig. 1 shows the general appearance of the clutch when attached to the pulley. By this it will be seen that the mechanism is compact and sets close to the shaft, reducing the strain from centrifugal motion. Fig. 2 shows a section through the clutch, pulley and shaft.

This shows the friction disk flexibly connected at its outer edge to another part of the device. This arrangement admits of the pulley running out of true without straining the clutch, and also allows the inner clutch member to be rigidly fastened

clutches which have four or six pairs of clutch members, all parts must move in unison and bear with equal pressure on the opposite side of a rigid cylinder, and the load strain has a torsional effect upon each member. In the Waldron clutch there are

rial, and can be adapted to any of the Jeffrey chains and for all classes of work.

The angle guide is preferably used with their roller chains, in that the short under turn is easily made with but little friction on account of the rolling of the chain in

provided with suitable tempering knives and expressing auger, revolves in a cylindrical, tapering tub arranged with a die at the front end. The tapering shape of the tub tends to compress the clay as it is forced forward, making brick of the utmost



FIG. 1.—FLEXIBLE FRICTION CLUTCH—FRONT VIEW.

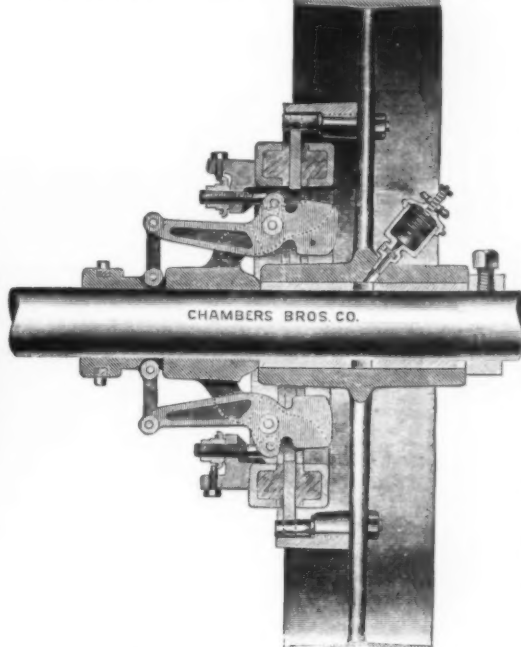


FIG. 2.—FLEXIBLE FRICTION CLUTCH—SECTIONAL VIEW.

to the shaft, the outer clutch member alone being movable. This insures that the pressure of both members will be equal under all conditions.

but two members, only one of which moves, transmitting its pressure against the disk to the opposite member, thus making the strain in a line with the resistance.

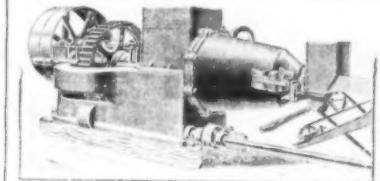
All parts of this clutch are balanced, so there is no reasonable limit to the speed at which it may be run with safety. As it has but few parts and a large gripping surface in proportion to its diameter, a smaller size may be used in transmitting a given horsepower than could be done with other forms. This reduces the weight on the shaft and occupies the least amount of space. The clutch is constructed in the best manner, with interchangeable parts.

Jeffrey Perfect Discharge Elevator Heads.

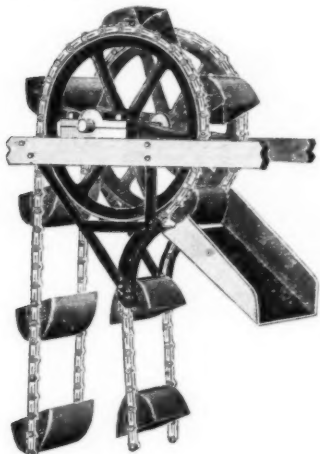
In the elevating of material of all kinds by means of buckets it is of the greatest importance to get as perfect discharge of the material as possible in order that the machine may work to its fullest capacity. The illustrations herewith show two styles of elevator heads, recommended and furnished by the Jeffrey Manufacturing Co., Columbus, Ohio. These are designed for elevators running at a slow speed, which is desirable when handling coarse or wet material. The load is discharged by

the angle guide. The life of these elevators is greatly increased by the slow speed, which is not attended by the intolerable noise incident to ordinary high-speed machines. Another advantage to be gained by the use of slow-speed machinery is that

density, which is especially desirable in the manufacture of paving brick. If end-cut brick are to be produced, the outfit is equipped with an automatic sanding device, also automatic cutter and separator,

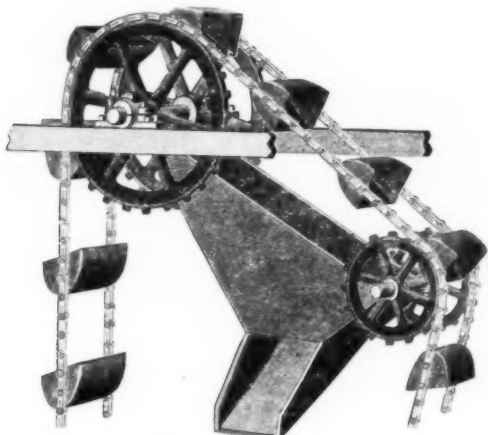


PENFIELD NO. 8 AUGER BRICK MACHINE—ARRANGED FOR END-CUT BRICK.



JEFFREY PERFECT DISCHARGE ELEVATOR HEAD.

The inner clutch being rigidly fastened to the shaft, allows the levers to be fulcrumed to it, and these levers are so connected to the outer clutch member that the



JEFFREY PERFECT DISCHARGE ELEVATOR HEAD.

motion of releasing the clutch is absolutely positive without the use of springs or any other device. As each lever is perfectly balanced, at the highest speed centrifugal force has no tendency to either cause or resist the movement of the levers. In

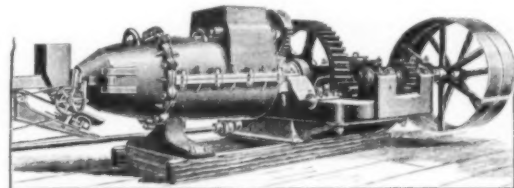
gravity, which can be regulated by the speed of the elevator.

The Knuckler wheel head for elevator, when running at a slow speed, reduces the breakage to a minimum, which is desirable when handling coal or other friable mate-

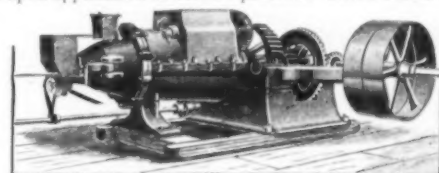
heavy loads can be removed slowly with less strain and wear.

The Jeffrey Company have branches at New York and Chicago, and will be pleased to correspond with interested parties. They have issued a new catalogue for 1893, which can be had upon application to them.

off-bearing belt is so lengthened that the brick are delivered at a distant portion of the yard and adjacent to the dryer, ensuring added convenience and saving of labor. Where the machines are arranged for side-cut brick, a pallet-delivery cut-off table is provided which cuts a number of brick : t



PENFIELD NO. 15 AUGER BRICK MACHINE.



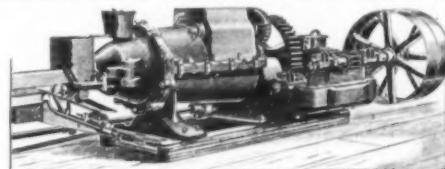
NO. 10 PENFIELD AUGER BRICK MACHINE, BEVEL GEARED.

Penfield Brick Machinery.

The success of Penfield modern auger brick machinery has been so marked, even from its first introduction upon the market, and its use has become so general, that it will be of interest to note some of the dis-

each stroke of the lever and deposits them on boards.

As to the construction of the machines, they are built of the best of materials throughout, and in such generous proportions as to secure a surplus of strength,



NO. 10 PENFIELD AUGER BRICK MACHINE.

tinguishing and advantageous features which render it so highly adapted to the requirements of experienced and progressive brickmakers.

To those not familiar with this class of machinery, it may not be out of place to state that the main shaft of the machine,

They are provided with the most approved methods of taking up the wear, which is never excessive owing to the improved manner of construction. Each machine is self-contained, and the back frame holding the bearings is a large, heavy casting, ensuring rigidity and rendering it impossible

for the bearings to get out of line. The journals are all long and conveniently arranged for oiling. The gearing, of most approved pattern, is extra heavy and strong. The knives are wrought iron with steel edge, thus giving all the working advantages of steel knives, while if a stone or other hard substance should get between the knife and the tub, the knife would bend instead of breaking, and could be taken out and straightened, making it as good as new. The knives fit in the shaft, being held in position by keys, and can be removed without taking out the shaft. They can also be adjusted to any required lead in order to secure the best possible results as to capacity, pugging, etc., in the particular grade of clay worked in it, or to compensate for wear of the knives. Thus, if considerable pugging is required, the knives can be arranged with a small amount of angle; if less pugging is needed and the largest possible capacity desired, the problem is as readily solved by increasing the angle of the knives. It has also been found that some clays will feed forward much more rapidly than others; consequently this feature of Penfield auger machines, permitting the necessary adjustment of knives to secure the best results in any clay, is a decided advantage which should not be overlooked by prospective purchasers of machinery. The auger is made of extra hard, white metal, nicely ground and polished.

The machines are provided with feed rollers in the hopper, so arranged that this roller and the knives on the main shaft revolve toward each other, catching the clay between them and assisting in feeding it through the machine. This device prevents accumulation or loading up of clay in the hopper and increases the capacity of the machine, especially in tough, lumpy or sticky clays, or those which would have a tendency to work hard.

The front of the machine containing the die is hinged for convenience in cleaning or removing the die. As this hinged die-front sustains the direct end pressure of the clay, it is secured by a safety device consisting of a link and pin. The pin, of common iron, is so cut away where the link engages it that in case the clay gets too dry the pin will break, allowing the hinged front to swing open, obviating danger of breakage of the machine.

The Penfield auger machines are made in a variety of sizes ranging in capacity from 15,000 to 70,000 brick daily. The carefulness with which every detail has been worked out is certainly very creditable to the manufacturers, and the remarkable degree of success with which these machines have already met is sufficient guarantee of their still more widespread adoption in the near future. A significant fact is that the first users of this line of machinery are still among its firmest friends and staunchest supporters, while the later purchasers rejoice in the selection they have made. Anyone contemplating the addition of brick machinery will do well to communicate with Messrs. Penfield & Son, Willoughby, Ohio, who will furnish them full particulars regarding the machines and where they can be seen in operation.

42-Inch Boring and Drilling Machine.

The new 42-inch boring and drilling machine shown in the accompanying illustration is built by the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, and presents some decided improvements over the former machine of the same size and general design.

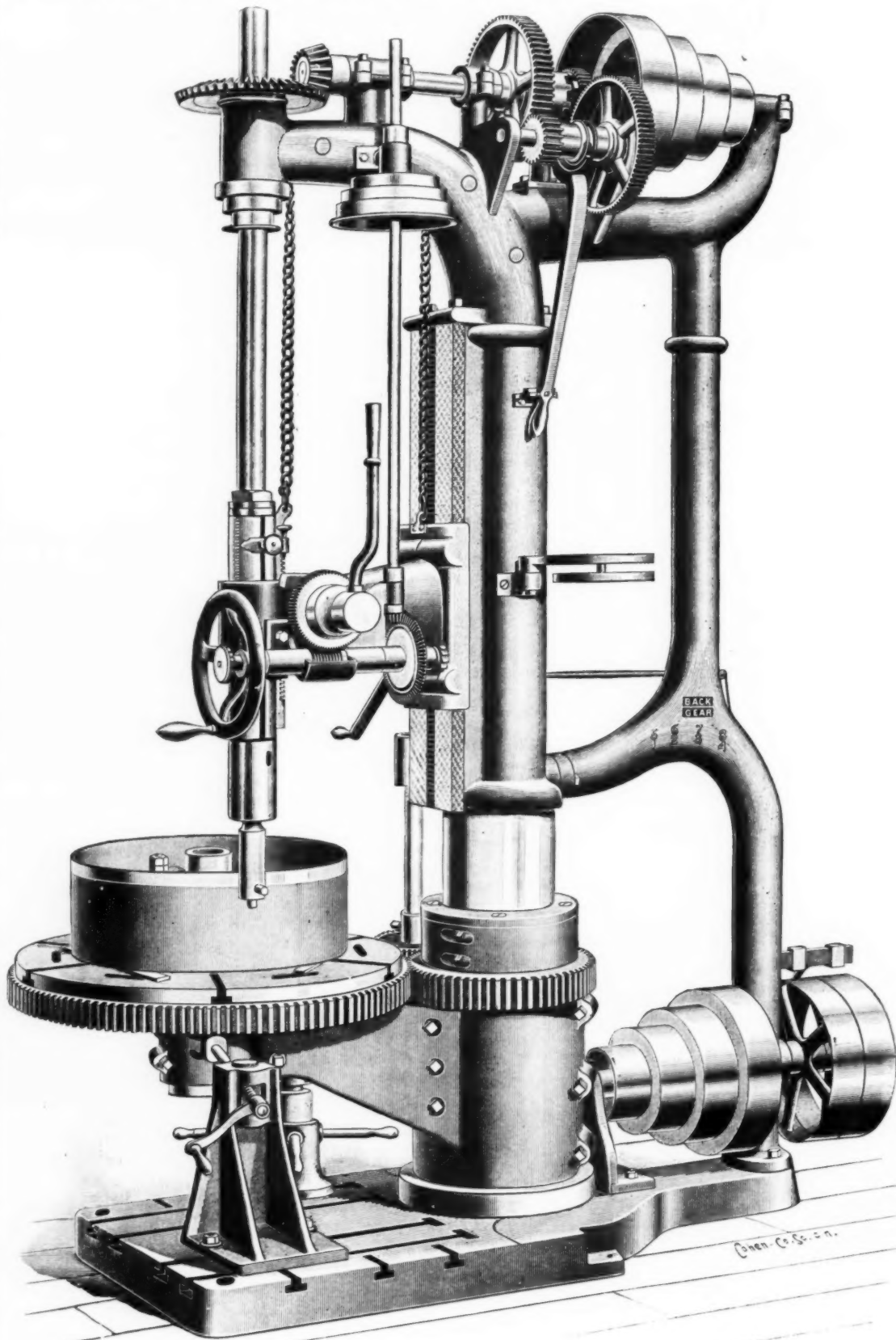
The main point of improvement is in the table-driving mechanism, which enables this machine to operate upon a much larger range of work than the old machine. The pinion driving the table revolves around the column, and is provided with steel anti-friction rollers and ball bearings,

eliminating a large portion of the friction at this point. It will be seen by this construction that the table may be swung out of the centre and to any position within its radius to accommodate the position of the cutting tool placed in the tapered hole in spindle. Thus pulleys, mill gearing, car wheels, sprocket wheels and a multitude of such work may be bored and then faced on

construction, and contains an abundance of metal distributed in a manner to secure absolute stiffness. It is heavily braced from top to base at the rear, which prevents the column from being forced backwards during the strain of heavy boring or drilling.

The power feed is operated from the front of the machine, and is furnished with

raised and lowered on the column by means of rack and pinion. The spindle is balanced, is made from large diameter steel and has a long bearing in the sleeve, with provision for taking up wear. The table is raised and lowered by a jack-screw, which serves also as an additional support to the swinging arm. The driving gears are covered to avoid breakage and acci-



42-INCH BORING AND DRILLING MACHINE.

the outside circumference.

The table feed is made by means of screw, shown on side of same. In addition to the above features, this machine combines all the important and valuable features of their improved standard drill presses.

The machine is designed for extra heavy duty, and is massive, rigid and simple in

an attachment which automatically stops the feed at any desired point which may be indicated by a pointer and graduations in the spindle.

The patented quick return is placed on the right hand of the machine, thus leaving the left hand of the operator free to hold his work. The head is balanced and gibbed to the face of the column, and is

designed to the operator. The makers have sold a number of these machines of this new design, and they are giving excellent results. Full particulars may be obtained from the builders at Cincinnati, or from any of their branch stores.

The working force of the West End Rolling Mill at Roanoke, Va., has been doubled.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on page 390.]

Gulf Coast Yellow Pine Export and Manufacturers' Association.

A very large and important meeting of the manufacturers of yellow pine lumber on the Gulf coast met on Tuesday, November 29, at the Battle House in Mobile, Ala. Mr. George W. Robinson, of Mobile, occupied the chair, and L. Hilton Green, of Pensacola, acted as secretary. Among the prominent lumber firms represented were the following: Sullivan Timber Co., Bay City Lumber Co., Yellow Pine Lumber Co., Seaboard Manufacturing Co., Hunter, Benn & Co., Hubbard Bros. and Lyons & Swift, of Mobile district; McMillan Mill Co. and Southern States Land & Timber Co., of Pensacola district; Moss Point Lumber Co., Farnworth Lumber Co., Dantzler Lumber Co. and Pascagoula Lumber Co., of Pascagoula (Miss.) district; Coombs & Co. and D. M. Munroe, of Apalachicola (Fla.) district; Goddard & Co. and the H. Weston Lumber Co., of Pearl River (Miss.) district, and the Peters Lumber Co., Alco, Ala., of the Pensacola district. An assembly of such prominent lumber firms was a fitting occasion to further the object in view, namely, the interchange of sentiment with regard to the present condition of the lumber trade, and, if possible, devise some plan to widen the present margin of values now ruling. Considerable discussion was entered into, and it was conclusively shown that mills generally were well supplied with orders, and that the demand for all grades of yellow pine was on the increase. Under these conditions, it was agreed that unanimous action should immediately be taken to protect manufacturers and exporters. Upon further deliberation, the various firms represented formed an association, to be known as "The Gulf Coast Yellow Pine Export and Manufacturers' Association," and the following officers were elected: President, George W. Robinson, of Mobile, Ala.; vice-presidents, A. S. Benn, Mobile, Ala.; J. Hardy, Pensacola, Fla.; S. Denny, Pascagoula, Miss.; J. S. Favre, Pearlinton, Miss., and J. H. Coombs, Apalachicola, Fla., and L. Hilton Green, of Pensacola, Fla., secretary and treasurer.

manufacturers of timber throughout the Gulf States, and while all the representatives of companies and firms above mentioned joined the association, it is thought that those who did not attend the meeting would also readily unite in membership.

New Multiple Spindle Vertical Car Borer.

The Egan Co., of Cincinnati, Ohio, have brought out the new multiple spindle vertical car borer with power driven rolls

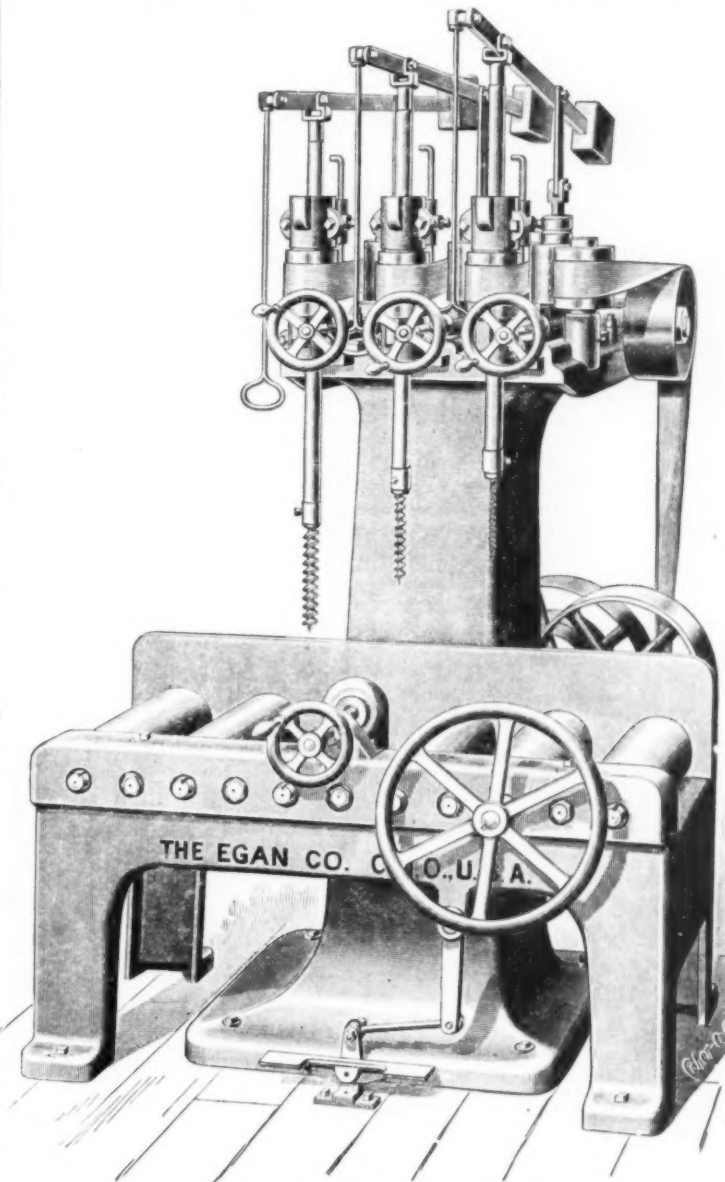
a similar class will quickly perceive its manifest advantages both for accurate and rapid work and ease in handling material.

The column is cast hollow with ample floor space, and has the roller frame bolted to the front of the same, making it one of the heaviest and most reliable machines made, and capable of standing up to the very heaviest work on the largest timbers. The sides which carry the spindles have a movement of fifteen inches, each independent of the other, operated by hand-wheel and screw, and working in planned ways, with gibs to compensate for wear without changing the tension of the belt. The spindles are made of the best cast steel, and have a vertical movement of eighteen inches. Each spindle is driven at a different speed to suit the auger, and is provided with a stop to gauge the depth of boring. All spindles pass through a sleeve pulley, and do not come in contact with the journal boxes. The spindles are provided with self-oiling boxes at the top.

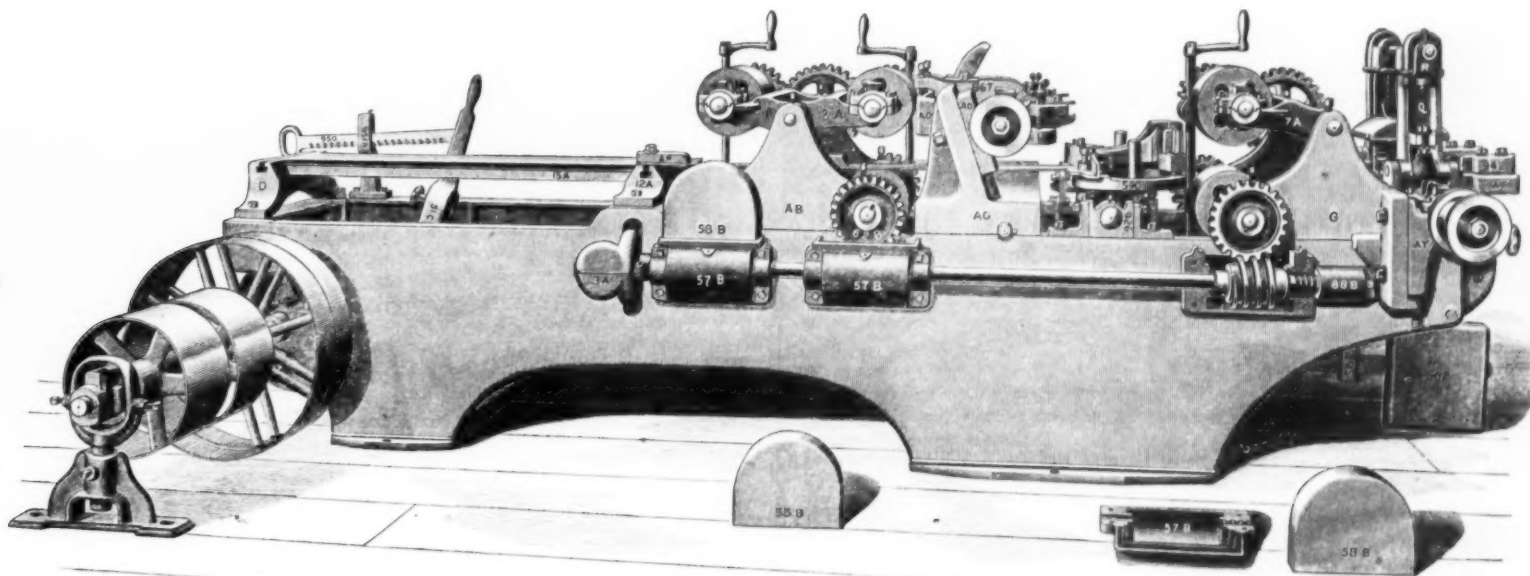
The roller frame is very heavy, of large surface, and made to carry six large feed rolls, all driven by friction, and operated both ways, being controlled by the foot. If it is desired, the rolls can be thrown out of gear when the foot is released from the treadle, and operated by means of the large hand-wheel. All the movements in this machine are actuated by one single belt. Timbers 15x16 can be bored clear through at one operation. The T. and L. pulleys are eighteen inches by 5 1/2-inch face, and designed to make 400 revolutions per minute.

New Screw-Feed Planing and Matching Machine.

The Glen Cove Machine Co., of Brooklyn, N. Y., are the inventors and constructors of the machine illustrated herewith. The cut shows the feed-work side of their No. 52 10-inch planing and matching machine. The feed rolls are driven by worm gears instead of by spur gears. By this improvement a much faster feed is obtained on first-class work. This is due to the steady motion imparted to the rolls by the continuous and uninterrupted pressure of the worms. There is no back lash, as with gears. The machine is very compact and neat in appearance. All the parts are easily inspected, and any part may be removed and replaced without disturbing the others.



NEW MULTIPLE SPINDLE VERTICAL CAR BORER.



NEW SCREW-FEED PLANING AND MATCHING MACHINE.

The purposes of the association are the promotion of the best interests of the yellow pine manufacturers of the Gulf States, and the adoption and maintenance of standard price-lists and classifications. The formation of this association is regarded with a great deal of interest by all

At the first meeting on Tuesday, after organization, classifications and prices were adopted, which will shortly go into effect, and which will show quite an advance on all grades of lumber. A second meeting of the association will be called during the current month at Pensacola, Fla.

shown in the accompanying illustration. This machine is for car and bridge work, being especially designed for boring heavy and light timbers with accuracy and dispatch. The adjustments are so conveniently and quickly made that bridge and car builders and others having work of

The hoisting work is of an improved construction. The rolls are sustained in pivoted yokes, and are raised parallel with a single screw, bearing squarely across the face of the lumber. The heads, with their journals, are forged whole from solid steel. The side-head chip-breaker is weighted,

The chip-breaker arm is so made that it cannot gum up. All the shafting is of steel, and all bolts, screws and nuts are finished to United States standard sizes.

This is a powerful, heavy, fast-running machine, with unusual conveniences for setting up. It has six feed rolls, and works ten inches wide and six inches thick in one operation.

Every part or piece of the machine has a number or letter cast or stamped upon it, by which it may be ordered either by wire or by letter. The Glen Cove Machine Co., Limited, of Brooklyn, N. Y., will be pleased to give further detailed information and prices on the machine.

Portland Double Surfacers and Matcher.

The accompanying illustration shows the new Portland four-roll double surfacer and matcher made by the Rowley & Hermance Co., of Williamsport, Pa. This machine is heavy, strong and compact, adapted for general planing-mill use and of sufficient capacity for all ordinary work up to six and one-half inches thick.

It has a well-proportioned frame with six

justable up to twenty-four inches wide. The pressure-bars and chip-breakers are adjustable to and from the knives, and can be set to suit plain or any kind of moulding knives. The top head and rolls raise and lower six and one-half inches, the bed remaining stationary.

The under cylinder head is mounted in a heavy, rigid headstock, and is adjustable for variation of cut by means of inclined planes from the front or working side of the machine, which always keep the head in line with the table. Either end of the head can be raised or lowered, however, by turning one bolt. The headstock is firmly secured by two screws, both easy of access. The table in front of the under head acts as a chip-breaker, and is adjustable to and from the head. By simply turning one bolt, to which is attached a swivel wrench, the delivery table and pressure-bar over the knives can be swung outward, thus leaving the knives perfectly free. It has four 5½-inch driven feed rolls connected by strong expansion gears, all loose expansion gears being bushed with brass, making a durable and powerful feed. All connecting links are secured to the bearings by nuts, so that any lost mo-

minute. With each machine are furnished two plain knives for the top cylinder, two plain knives for the bottom cylinder, one set (two) Shimer patent matcher-heads with one set flooring cutters, one set (two) slotted jointing heads, one set (four) jointing knives, one set (two) heading bits, one set (two) novelty siding knives and five wrenches. Each machine is thoroughly tested on actual work before shipment, and is guaranteed to be as represented. The total weight of the machine is about 4,000 pounds. These are made either as single or double surfacer and matcher or surfacer only, as desired by the purchaser.

Southern Lumber Notes.

A LARGE tract of timber land on Elk river, in Pocahontas county, W. Va., was recently purchased from George W. McDonald by a syndicate of New York capitalists. The tract contains about 1,000 acres and is rich in cherry, walnut, oak and poplar. It is the purpose of the company to develop at once its valuable purchase.

THE North State Lumber Co., which owns extensive tracts of timber land in the counties of Wayne, Sampson, Duplin and John-

way, and contained 1,951 feet of first-class timber.

H. D. JONES & Co. have sold a-half interest in their planing mill to H. W. Bradshaw, of Suffolk, Va. This is a valuable property, and controls an extensive business. The members of the new firm are D. S. Jones, H. W. Bradshaw and A. H. Henley.

RECEIPTS of walnut logs at Staunton, Va., are increasing, and also the number of portable saw mills along the line of the Norfolk & Western, Baltimore & Ohio and Chesapeake & Ohio Railroads. Several saw mills are in operation near Staunton, and heavy shipments of walnut and other hardwoods are made in logs and lumber to Northern points.

A DECREE was rendered in the United States Circuit Court at Richmond, Va., last week ordering the sale of the property of the Gary Manufacturing Co. at Suffolk, Va.

L. C. CHAFFEE, a lumber dealer of Omaha, Neb., has contracted with Julius Levin, of Alexandria, Va., for the delivery of 2,000,000 feet of lumber between December 1 and May 1 next for the use of the United States government in the improvement of navigation in the Missouri river.

THE Litcher & Moore Lumber Co. and the L. Miller Lumber Co., at Orange, Texas, started up on 25th inst., and will continue to run for some time before shutting down for repairs.

HICKS BROS., of Tenaha, Texas, are building a tramroad in the direction of Center, and penetrating the virgin pinery of Shelby county. Their mill is cutting 40,000 feet per day. J. J. Ramey, of the same place, has a mill with a cutting capacity of 15,000 feet per day.

CHARLES CLARKE & SONS, of Orange, Texas, who have the Sabine Pass jetty work in hand, have closed contracts for 10,000 cords of brush to be used in making mattresses for foundation work under the extension of the west jetty wall. The delivery will begin not later than the 15th proximo and continue at the rate of 2,000 cords per month until completed.

W. T. CARTER & BRO.'S saw mill at Barnum, Texas, will soon be running with an increased capacity, as the firm are adding a battery of five boilers and gang saws, which, when completed, will be one of the largest mills in the State.

FIRE broke out in the Dallaway Planing Mill at Gilmer, Texas, on the 1st inst. The planer and several thousand feet of lumber were burned; loss about \$8,000, covered by insurance. The saw mill and dry-kiln were saved. The plant is worth \$75,000.

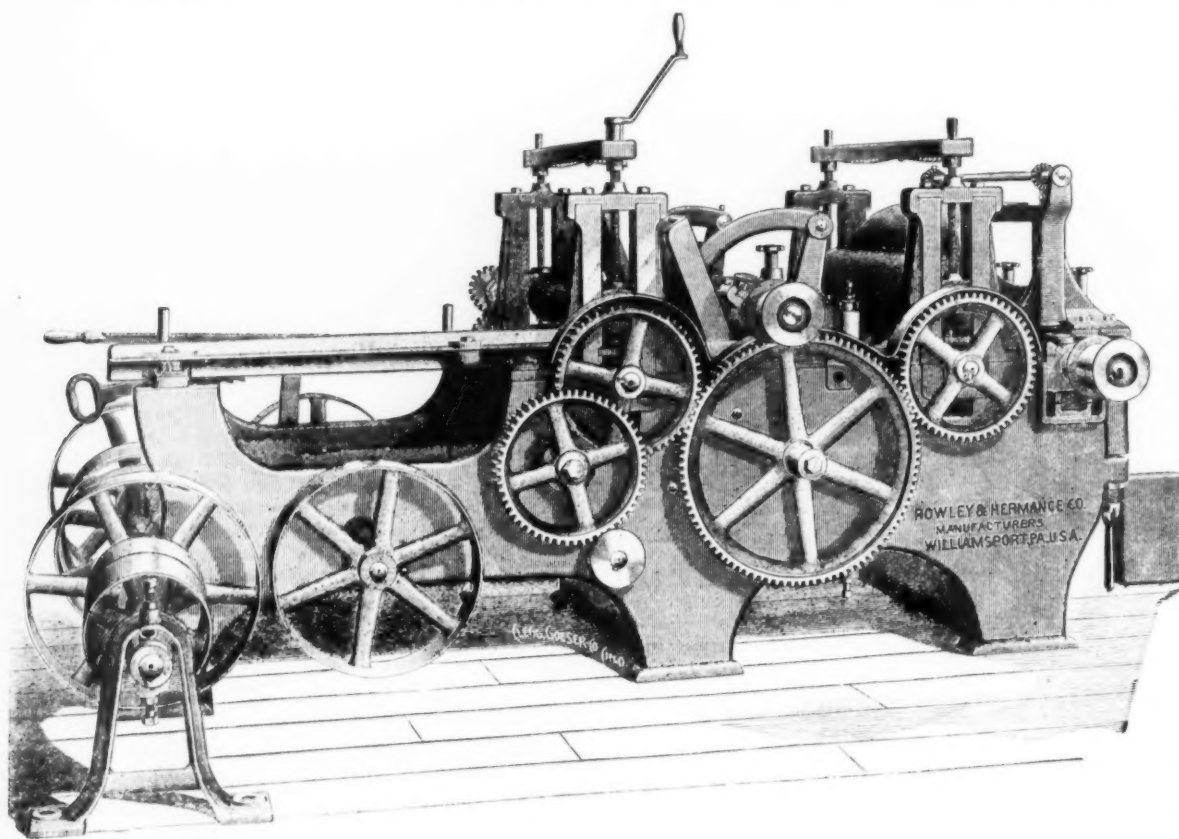
THE Pickens Company of West Virginia has been incorporated by John B. McCoy, J. N. Camden, H. P. Camden and H. H. Moss, of Parkersburg, and William Armstrong, of Belpre, Ohio. The company has large tracts of valuable territory, and it proposes to own and operate lumber mills, coal mines, etc. The capital stock of the company is placed at \$250,000.

THE mills of the Cartaret Lumber Co., near New Bern, N. C., which have been shut down for a short time by the recent death of R. A. Elliott, have resumed operations. They will in future be conducted under the management of Grant & Grant, of New York.

K. E. TERRY has commenced work on his mammoth dry-kiln at Carolina City, near Morehead, N. C. The sum of \$15,000 will be spent upon it, furnishing employment for over fifty men.

THE exports of lumber and timber from the port of Jacksonville, Fla., aggregated during the month of November 5,451,571 feet, 175,000 shingles and 9,900 cross-ties.

THE new Fincastle (Va.) Stave Factory is now completed and in full operation, making 5,000 staves daily.



PORTLAND DOUBLE SURFACER AND MATCHER.

legs so distributed as to give the greatest strength to support the working parts rigidly, thus avoiding trembling and vibration and producing uniformly smooth work under all conditions. The top and bottom cylinders are five and one-half inches diameter of cutting circle, made of solid steel forgings, slotted on four sides, with long journals drawn from the body of the forgings and belted at both ends. The knife bolts are steel, with steel washers and case-hardened nuts. The matcher-headstocks are mounted on large turned bars and arranged to take up all wear. They can be moved laterally in opposite directions across the machine to admit of surfacing the full length of the knives without dropping the headstocks or removing the heads. The matcher-head spindles are steel, of large diameter and supplied with large oil chambers by which a supply of oil can be provided for the spindles to run in, making it scarcely possible for them to heat. The matcher-headstocks are fitted with adjustable chip-breakers to hold the lumber in its proper position and are ad-

justable through wear can be quickly taken up. The feed rolls are weighted and the weights are adjustable for light or heavy work. The feed works are started or stopped by a belt tightener placed convenient to the operator.

The machine can be changed to a surfacer very quickly by simply running the matcher-heads to the opposite sides of the machine. The gears are from cut iron patterns, making them perfectly true. All belts pull on the bottom of the boxes instead of against the sides. The machine is constructed as simply as is consistent with good results, all complicated devices liable to get out of order or give trouble being avoided. It will plane twenty-four inches wide and from one-quarter of an inch to six and one-half inches thick and match from two and one-half inches to twenty-four inches wide. It has two rates of feed—thirty-seven and fifty-five lineal feet per minute. It carries its own countershaft with tight and loose pulleys ten inches in diameter by eight inches face, which should run 900 revolutions per

son, North Carolina, has, it is said, executed a trust mortgage to the Baltimore Trust & Guarantee Co. to secure the issue of \$100,000 in gold coupon bonds for the purpose of constructing a manufacturing plant. Several towns located at junction points throughout this company's property are making strong efforts to secure the location of this mammoth plant.

J. ASHER'S saw mill at Wasioto, Ky., is now running night and day, and turns out about 55,000 feet of lumber every twenty-four hours. Mr. Asher has recently put in a dam below his mill, and has always a good supply of logs.

THE shipments of lumber and timber from the port of Fernandina, Fla., for the month of November were as follows: 826,597 feet of lumber, 374 logs of cedar, 385,000 cross-ties, 1,285 cases of cedar and 175,000 shingles.

THE Bridgeport Lumber Co., of Bridgeport, Ala., received a few days ago an oak log twelve feet in length which measured fifty-five inches at the small end, narrow

for the week are reported as follows: 731,320 feet of lumber to New York, 420,581 feet to Boston, 1,069,941 feet to Philadelphia, 663,936 feet to Baltimore and 215,912 feet to Buenos Ayres, making a total of 3,101,690 feet. The total shipments since September 1 aggregate 33,447,755 feet of lumber, 2,400,000 shingles, 1,480 cases of cedar, 3,062 cedar logs, 72,000 staves and 1,800 bundles of laths. Values during the week have been decidedly firm under a good demand, and all reports from the interior are encouraging. Saw mills in all milling sections are working up to their full capacity, and in some cases are behind in completing orders. In freights the market is quiet and merely nominal. The rates from this and nearby Georgia ports are quoted nominally at \$4.25 to \$5.00 for a range including Baltimore and Portland, Me. To the West Indies and Windward rates are nominal, to Rosario \$16.00 to \$17.00, Buenos Ayres or Montevideo \$14.00, Rio Janeiro \$15.00 and Spanish and Mediterranean ports \$12.00. Rates to United Kingdom for orders for lumber are quoted £4 10s. per standard. Steamers to New York are quoted \$7.00, to Philadelphia and Boston \$8.00 and Baltimore \$6.50.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., December 5.

The past week has shown more activity in lumber and timber circles than usual, and the general prospects of business show more favorable features. A meeting of lumbermen, held in Mobile on the 29th of November, has resulted in the formation of an association which in future will be a unit in protecting the exporter and manufacturer. Prices, too, are likely to show a higher range, and the whole market will take on a stronger attitude than formerly. The coastwise trade of this port shows quite an improvement, and the establishment of a steamship line to Cuba has caused a feeling of confidence in the future of this enterprising Gulf port. The movement in lumber and timber has not been as heavy this month on account of the low stage of water in the streams of the upper country. The clearances last week were as follows: The Italian brig Diadema, for Buenos Ayres, with a cargo valued at \$3,393; Swedish bark Gripen, for Bordeaux, with \$3,570 worth of lumber and timber; Norwegian bark Calliope, for Troon, with 304,000 superficial feet of lumber and 804,000 feet of sawn timber, valued at \$5,800; Norwegian bark Freye, for Granton, with 57,000 feet of lumber and 710,000 feet of sawn timber, valued at \$7,669, and Norwegian bark Nymphen, for Rochefort, with 246,000 feet of lumber and 221,000 feet of sawn timber, valued at \$5,400. The following vessels are now loading lumber: Barks Remittant, Telefon, Hrabren, Kersbergen, Ringhorn and Ontario. Lumber freights remain unchanged, pitch pine being dull and rates fairly steady on the basis of £4 7s. 6d. to £4 10s. for large vessels, and £4 12s. 6d. to £4 15s. for handy sized tonnage to United Kingdom or Continent. For South America rates are quoted as follows: To Montevideo or Buenos Ayres \$13.00, and to Rio Janeiro \$15.00. There is nothing doing in steamers at present.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., December 5.

The few weeks of inactivity which generally characterize the commencement of the commercial year seem to have passed, and the lumber and timber market is once again putting on an air of decided activity. There are a number of vessels in port at present, and arrivals are becoming more numerous every day. A number of these are loading, and during the current month many vessels will clear for the European market. The market for hewn timber is fairly active, but logs are very scarce, and only round timber is to be had in any

quantity. The trade in sawed stuff is very active, and all lumber of good to choice selection is in demand. The mills have all they can do to supply the orders, and common stock is not wanted, while prices for the better grades are very firm. The inquiry from Mexico and South America is improving, and there are several vessels which will load during the week, carrying out over 1,000,000 superficial feet. The shipments during the week have aggregated 2,456,575 superficial feet, divided as follows: 469,000 feet to New York, 504,220 feet to Matanzas, Cuba, 568,245 feet to Buenos Ayres, 188,803 feet to Port Natal, 18,300 feet to Boca del Toro, 139,149 feet to Progreso, 465,434 feet to Tampico and 103,425 feet to Coatzacoalcas. There were no shipments of hewn timber reported, and of sawn timber 18,194 cubic feet were shipped. The manufacture of cypress lumber is now very extensive, and all mills are working up to their full capacity and orders are plenty, coming from this and other countries. The shingle trade is very brisk, and all the mills of the association are running regularly, while orders are far in advance of the capacity of the mills. Among the mills of Mississippi and this State adjacent to the city there is a very good business in progress, and many improvements have been made in different plants and new machinery added which will increase the output. On the 24th of November Thompson & Bailey's saw mill at Vineland, a station on the Mobile & Ohio Railroad about thirty miles north of this city, were burned; loss about \$5,000, with a partial insurance. The establishment of the Gulf Coast Yellow Pine Export and Manufacturers' Association at a meeting in Pensacola was a feature of the week. Mr. George W. Robinson, of this city, was elected president, and A. S. Benn, one of the vice-presidents. J. W. Black was also placed on the executive committee. The formation of this association will tend to promote the lumber interests of the Gulf ports, and standard price-lists and classifications will be adopted.

Memphis.

[From our own Correspondent.]

MEMPHIS, TENN., December 6.

There is still fine building weather, and there are a number of buildings, both residence and business, being put under contract, trusting to getting them at least under cover before severe weather comes, and so the local yards and mills are still busy. A little letting up of orders and contracts for a few weeks will do no harm just now, as all of them wish time to take stock and settle up the past year's business. Orders from the surrounding country are coming to a moderate extent, but fully as much as there is money to pay for.

The hardwood market is holding up well, and the shippers have about as many orders as they can well fill. Some buyers seem to have an idea that because the Memphis dealers do not carry large stocks in sight, that this is not the leading hardwood market that is claimed for it, but our dealers do not depend on what they have in their local yards to fill their orders. There is an enormous extent of hardwood forest territory tributary to the Memphis market, which is full of mills whose output is controlled by Memphis shippers, and which is used to fill their orders. The daily capacity of the mills located here, within the city and its suburbs, is only 270,000 feet in hardwood, but there is a very large list of country mills which do all their cutting for orders and contracts sent to the Memphis dealers, and which buyers visiting only the Memphis yards and offices do not see.

The demand for dry cottonwood is just now very active and pretty well up to the capacity of the mills cutting that material. In the other kinds and grades of hardwood the demand and supply keep about equal

pace. The foreign or English export trade is quiet. T. B. Allen & Co. say that while they have all they can do, it is entirely on special orders, and that they decline to ship anything at all on the general market. Yesterday they received a cable order for special oak material for 100 freight cars. They advise no shipments except on special orders and from well-known houses.

The associate branches of the lumber business are all doing well here, working full time and at fine prices. The belting and supply men still make the same report of increasing business and prompt collections.

W. T. Adams, of the W. T. Adams Machine Co., of Corinth, Miss., was a visitor at the MANUFACTURERS' RECORD office a day or two since on his way home from Dallas, Texas, where he has just established a branch of his establishment to furnish his extreme Southwestern trade. He speaks most enthusiastically of the prospects for business in Texas and that portion of the country, says that business is as good as he could ask and collections prompt.

The Gates Lumber Co., which is way behind in its orders, is putting in a dynamo, and will light by electricity and then run day and night. A new firm has been formed to start the machinery of the Mobile Lumber Co. at Helena, Ark., which has lain idle for several months past. The Carpenter Lumber Co., of Warren, Ark., will have another mill at work by first of January. The Phoenix Lumber Co., of Sherrill, Ark., will have their new planing mill at work by the middle of this month. E. P. Smith, president of the Southern Pump & Lumber Co. at this city, has gone on a business trip to place contracts in the North and Northwest.

There are no changes in prices to report, though the fluctuations in cotton keep the lumber market stirred up in sympathy, and the heavy hardwood shippers keep the smaller ones frightened by threatening to raise prices very soon.

BLACK WALNUT.	
1st and 2d, 1, 1½ and 2-inch.	\$65 00@ 70 00
Common.	35 50@ 40 00
Counter tops.	90 00@ 110 00
ASH.	
1st and 2d clear, 1 to 4-inch.	24 00@ 30 00
Common.	12 00@ 14 00
CYPRESS.	
1-inch, 1st and 2d clear.	22 00@ 24 00
1½, 1½ and 2-inch.	24 00@ 26 00
Fencing 1x6, 16 feet.	15 00@ 16 00
POPLAR.	
1-inch, 1st and 2d clear.	24 00@ 25 00
1½ and 2-inch, 1st and 2d clear.	26 00@ 28 00
Common boards.	14 00@ 16 00
Dressed, 1, 1½ & 2-in., 1st & 2d clear.	28 00@ 30 00
Common dressed, 1-inch.	16 00@ 17 50
Squares.	22 50@ 26 00
COTTONWOOD.	
1 to 3-inch mill run, culls out.	9 00@ 12 00
Squares.	12 50@ 16 00
RED GUM.	
1st and 2d.	16 00@ 20 00
Common and culls.	8 00@ 10 00
OAK.	
1 to 4-inch, 1st and 2d.	24 00@ 26 00
Common, 1 and 2-inch.	13 00@ 15 00
Quarter oak, 1-inch, 1st and 2d.	30 00@ 32 00
Quarter oak, 1½-inch and up.	34 00@ 36 00
White #1 higher.	
YELLOW PINE.	
1st and 2d, 1½ and 2-inch.	18 00@ 20 00
Dressed.	25 00@ 30 00
Flooring, 5 and 6 d and m.	17 50@ —
Flooring, 3 and 4 d and m.	17 50@ 20 00
2d flooring.	15 00@ 17 50
Heart step lumber.	27 50@ —
Ceiling, 1st and 2d, ¾, 5/8 and ¾.	17 50@ 20 00
Ceiling, 1st and 2d, ¾ and ¾.	16 00@ —
Common f. o. b. Memphis.	12 50@ —
TIMBER (LOGS).	
Poplar.	6 00@ 10 00
Cypress.	6 00@ 9 00
Cottonwood.	3 00@ 4 00
Gum.	3 00@ 4 50
Oak.	6 00@ 12 00
Ash.	8 00@ 13 00
Black walnut.	15 00@ 50 00
SHINGLES.	
No. 1 heart cypress, 16-inch.	3 00@ —
No. 1 sap, 16-inch.	2 25@ —
LATH.	
Poplar.	2 00@ 2 75
Cypress.	—@ 2 50
Pine.	—@ 2 00

Orange.

ORANGE, TEXAS, December 5.

In and around this section everything relating to the lumber and timber industry is in good shape, and shipments during the month have been fully up to the average, while prices continue very steady, with more firmness apparent on certain grades of lumber. All the mills here but two are running, and there is a good demand for

the product both for local buildings and finishing interiors. The inquiry from outlying points is fairly active, with stocks not excessive, and the shipments exceed the cut of the mills now running by several thousand feet a day. Shipments are delayed to some extent by the scarcity of vessels, but more arrivals are expected, and the inconvenience will only be temporary. There will be no let-up in the work on the bar at the mouth of the pass, and on its completion the facilities afforded will allow vessels of considerable tonnage to receive cargoes. The manager of the Gulf Campo-board Co. of North Galveston was here this week making contracts for material, and will ship large quantities of lumber and laths when he can obtain vessels for the purpose. The steamer Robert E. Lee left on Thursday last for Belgrade with a full cargo of lumber. There are a great many visitors here at present, chiefly interested in the lumber business and representing prominent firms in this and other States. Charles Mohr, of the forestry department of the census bureau, spent last Friday here and left on Saturday for Lake Charles. His business is to secure specimens of long-leaf yellow pine and forward them to Washington to be tested as to lateral and longitudinal strength, so as to arrive at its adaptability for naval construction.

A NEW line of steamers is about to be established between Pensacola, Fla., and Havana, Cuba, in order to direct trade in the direction of the former city which has heretofore been enjoyed by New Orleans and Atlantic ports. It has been definitely arranged by Messrs. Ross, Howe & Merrow, ship brokers, of New Orleans, Mobile and Pensacola, the Louisville & Nashville Railroad co-operating, to place on the line suitable vessels and inaugurate the traffic during the coming month. The Baracoa, a small steel vessel of 800 tons carrying capacity, has been engaged for the trade as a starter. The Volante, with a carrying capacity of 1,000 tons, will be added to the line about the first of the new year. It is intended by the company or projectors to carry only breadstuffs, feedstuffs, machinery, etc., but if enough of this class of freight should not present itself coal and lumber shipments will be added. Mr. Howe, of the Pensacola branch of the firm above named, seems quite sanguine of the success of the venture and says that to the freight traffic a large passenger business will eventually be added, as tourists having Cuba as an objective point will prefer Pensacola as a point of embarkation. The success of the venture depends, however, almost entirely on the ability of the Louisville & Nashville Railroad to secure for itself transportation overland of the exports, as it must necessarily compete in such a traffic with other roads having a seaboard terminus.

THE establishment of a steamship line between Charleston and Mediterranean ports has been in contemplation for some time past, and its importance has been made the subject of much discussion among the commercial men of that enterprising city. It is now only a question of time, and the announcement has been made that James Nott, of Newcastle-on-Tyne, England, who is largely interested in the Prince Line of ocean steamships, has decided to establish a regular line between Charleston and Mediterranean ports. The first vessel to sail will be the Swedish Prince, due at that port on the 10th inst. Another steamship is promised for the current month, and when matters connected with the enterprise are further advanced regular dates of sailing will be announced.

THE freight of the steamship Iroquois from Jacksonville, Fla., to New York last week included 200,000 feet of lumber and 2,500 bundles of shingles.

IRON MARKETS.

Philadelphia.

[From our own Correspondent.]

PHILADELPHIA, December 7.

The market for pig iron continues quiet and steady. While the volume of actual business is moderate, there is no tendency to force sales by concessions in prices. Producers generally have secured during the past few months sufficient orders to absorb the larger part of their output until after the beginning of the new year, and are therefore in position to await the outcome of the next few weeks. In view of the close of the year being near at hand, and the opinion entertained by consumers that the growing production will prevent any sudden increase in prices for some time to come, and may result in even lower rates, there is no disposition to make purchases beyond immediate actual requirements. Again, many of the leading buyers made contracts some six weeks ago for all the material needed by them this year, and are able to await the opening of the new year without inconvenience. While the volume of business has contracted, owing largely to the facts above mentioned, there is apparent no falling off in the consumption of crude iron. The furnacemen point to the heavy consumption of all forms of iron and steel that is now going on as emphasizing their position that the opening of the new year will find trade in a healthy condition. Southern pig iron continues to hold its own in the consuming centres in this vicinity, but producers in the South are just as firm in regard to prices as the works in this section. In a general way quotations for well-known brands of Northern and Southern irons continue as last quoted, sales of the latter at points 100 miles west and south of here being made at the usual concessions upon the prices of the product of the Northern furnaces.

Standard Pa. No. 1 X.....	\$15 00@	15 75
" " No. 2 X.....	14 00@	14 75
" " Forge.....	13 00@	13 50
Southern coke No. 1 foundry.....	14 75@	15 00
" " No. 2.....	13 75@	14 25
" " gray forge.....	13 00@	13 50

Pittsburg.

[From our own Correspondent.]

PITTSBURG, December 7.

The satisfactory features of the pig iron market continue to keep bright the expectations of the furnacemen and the manufacturers. As the year draws to a close, however, there is a natural disposition to curtail on the size and frequency of the purchases, and in that respect the life of the latest trading is not so excellent as it was a few weeks ago. In all other respects the market is very good. Much of the late buying was for delivery during the earlier spring months, and the slowing up now, just at the entrance of the new year, is the natural order of the trade. There is no disposition to withdraw good buying on the part of consumers, and none anywhere to manipulate the prices that have braced up so well during the fall months. The furnaces are all in full operation, and in spite of the enormous production which that means, the stocks are not accumulating as they always have done.

Except for the slight falling off in the buying just now the situation is fully as good as can be expected. The several lines of iron are in good demand, especially Bessemer and gray forge, with, of course, the foundry irons. Bessemer has taken a firm grip that will grow continually better, and eventually, according to general expectation, supercede some of the hitherto staple raw materials. The quotations do not show any material change, and likely will not, at least until spring. The following figures show the market the past week:

Gray forge.....	\$12 50@	12 75
Mill iron.....	12 50@	13 00
Foundry No. 1.....	14 25@	14 35
" " No. 2.....	13 25@	13 35
Bessemer.....	14 00@	14 25

Sales during the week included 2,000, 5,000 and 1,000 tons of Bessemer at \$14.00, to be delivered in January and February.

Wheeling.

[From our own Correspondent.]

WHEELING, W. VA., December 7.

Considering that the season is so near at hand when all business ceases, practically, for a few days, and when iron mills lay off to take stock and make repairs, business in the Wheeling district is better than would naturally be expected. It is true that sales generally are for smaller lots, and this is particularly true of pig iron for immediate delivery. Furnaces are sold well in advance, and a representative of one of the largest concerns stated that his people were sold out up to the first of March, and were not booking orders for deliveries before that time. Another furnace that is reckoned among the good sized ones had only room to book 500 tons for February and March, the remainder of their production being sold. A sale of 1,500 tons of mill iron for delivery in February is reported here this week, but the figure is not given. Another sale of 600 tons at \$12.50 is also reported.

Another feature that is particularly gratifying is the increasing strength of Southern mill irons. A buyer, whose interest would be to report the market as low as possible, said to me yesterday that Southern irons were demanding \$13.00 for Wheeling delivery, which is an advance of at least fifty cents a ton over prices that ruled two weeks ago. He also stated that he knew of 70,000 tons of Southern iron having been sold for delivery after the first of the year. These figures put Southern iron a long way in advance of any position they have held recently.

It is an unsafe thing to predict, however, how long these conditions will prevail, for there undoubtedly has been a falling off in the demand for finished product. A great many order books are more nearly barren than they have been before in a year. It is hard to determine whether this is brought about by inclination and desire on the part of purchasers to have things closed up before New Year's, or whether it is a reduction of consumption. If it is the former its influence will not likely extend beyond the first of the year, but if it is the latter there is no telling where it may end.

Bessemer steel is not holding its own, and as a consequence Bessemer pig is wavering.

Foundry irons are in good demand in response to increasing strength in the demand for foundry products.

Prices are quoted as follows:

No. 1 Southern mill.....	\$12 50@	13 00
No. 1 Northern mill.....	12 40@	12 65
No. 1 foundry.....	14 00@	—
No. 2.....	13 50@	—
Bessemer.....	14 00@	—

Cincinnati.

CINCINNATI, December 3.

The whole tendency of the pig iron market at present is toward small orders. The record of the week is a long run of carload and 50-ton orders, with an occasional one of 300 and 500 tons. This is natural in view of the near approach of the first of January with the stock-taking time. It is also a natural result of the election. The average purchaser of iron desires to think about the situation, hear what is said as to possible unfavorable legislation, and see how the country generally takes the verdict. It would be a surprise if business was not very light until after January 1. Indications point to healthful activity all along the line, and after the turn of the year there is every reason to believe that the requirements of the country for iron and steel in all forms will be up to the normal limit. One indication shows plainly that consumption is going on without diminution. Iron is being ordered forward on contracts in many cases faster than agreed deliveries, and much of the corre-

spondence of an iron house is devoted to the hurrying forward of shipments.

The prevailing quietness has had no weakening effect upon prices. The leading Southern furnace companies have orders ahead for an average of three to four months' product, and most of them would have all they could do to fill orders already taken if no more were offered for a couple of months.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.....	\$13 75@	14 00
" " No. 2 foundry and.....	12 50@	12 75
No. 1 soft.....	12 50@	12 75
Hanging Rock coke No. 1.....	15 50@	16 00
" " charcoal No. 1.....	18 50@	19 50
Tennessee charcoal No. 1.....	16 00@	16 50
Jackson county stone coal No. 1.....	16 00@	16 50
Southern coke, gray forge.....	11 50@	11 75
" " mottled.....	11 00@	11 25
Standard Alabama car wheel.....	18 00@	19 00
Tennessee car wheel.....	17 00@	17 50
Lake Superior car wheel.....	17 50@	18 00

ROGERS, BROWN & CO.

St. Louis.

ST. LOUIS, December 3.

The sales of iron during the past two weeks have been confined mostly to small lots, excepting two sales of 1,000 tons Lake Superior iron. Buyers in this territory are all pretty well filled until the first of January, and do not contemplate buying for next year's delivery until after the first. Southern furnaces are still maintaining prices, and complain that they cannot secure cars to ship orders already booked.

We quote for cash f. o. b. cars St. Louis:

Southern coke No. 1.....	\$14 50@	14 75
" " No. 2.....	13 25@	13 50
" " No. 3.....	12 75@	13 00
" " gray forge.....	12 25@	12 50
Missouri charcoal No. 1.....	16 00@	16 50
" " No. 2.....	14 50@	15 00
Ohio softeners.....	16 50@	17 00
Lake Superior car wheel.....	18 00@	18 25
Southern.....	18 50@	18 75
Frick's Connellsville foundry coke.....	—@	5 65

ROGERS, BROWN & MEACHAM.

Louisville.

LOUISVILLE, December 3.

There has been no change in prices, iron continuing to sell for long delivery on basis of former sales. For prompt delivery one or two furnaces are offering below the prices held by the leading companies, but this has been their action throughout the year. Manufacturers report that while they are pushed for prompt shipments, orders for future delivery are not coming in to their satisfaction; they, however, feel that this may be owing to the close of the year, and that in January business will revive and be satisfactory, with a tendency towards higher prices. Buying here has been for delivery during the first six months of the year, and many of the buyers have purchased what they desire. The largest sale of the week was 1,000 tons of No. 2 soft.

We quote for cash f. o. b. cars Louisville:

Southern coke No. 1 foundry.....	\$13 25@	13 50
" " No. 2.....	12 00@	12 25
" " No. 3.....	11 50@	11 75
" " gray forge.....	11 00@	11 25
" " charcoal No. 1 foundry.....	15 00@	16 00
" " car wheel.....	17 50@	17 75

GEO. H. HULL & CO.

COTTON MARKET.

NEW ORLEANS, LA., December 5.

Editor Manufacturers' Record:

About a month or more ago we called attention to the danger of anti-option agitation, our idea being, and it has since been realized, that, if there were no organized and general effort made to stop prospective legislation of that character at the next Congress, the effect on prices would be most serious. We pointed out that the beneficiaries of a law of this character would be the spinner and the large bear interest that had been caught on the advance, and who were using this threat with the hope of bringing about the very condition of things that has been realized the past week and more especially to-day, the decline being about thirty points from Saturday's closing and about eighty points lower than the opening here on Monday last. The practical evidences of what a menace to the interest of the producer and interior merchant anti-option

legislation will be, is shown by the course of prices during the past seven days. We have done our part in helping to bring about an advance of nearly three cents per pound, but we could not fight the influence mentioned, which, together with heavy receipts, caused the greater part of the decline during the past week. The owner of spot cotton is very much like the owner of a long contract—he holds on an advancing market, but liquidates on a declining one, and therefore cotton has been pushed forward rapidly during the last ten days as soon as the market began to lose its strength.

The recent estimates of those whose statements are taken as official or semi-official authorities, showing a crop somewhere between 6,000,000 and 6,500,000 bales, many are claiming will soon have to be changed to higher figures, as the present movement does not encourage 6,500,000-bale estimates. We, however, have put ourselves down for a crop of 6,250,000 bales, and we propose to stay there, not for the sake of obstinacy, but because our information warrants a crop of that size only. It is not guesswork now, so far as the planter is concerned, as in former years at this time, or recently, when he has had to estimate what he would make by the indications of the plant and the amount of cotton left on it, but it is an actual knowledge on his part that the cotton is not there, that is, the amount left in gins, baled and unbaled, does not promise anything as compared with last year at this date, and therefore he can give an intelligent idea as to what the outlook promises.

We have now two factors against the market. One is the Hatch bill or some kindred measure, and the other the movement, which is heavy here and at Galveston. We believe in a very decided decline in receipts, and when the falling off does commence, what will happen will depend a good deal upon the spinner. In the meantime contracts are so much below spot cotton that any change should be most decidedly for the better. If the crop should be under 6,500,000 bales, and ideas of that kind should prevail generally about the first of January, a material improvement is unquestionably in order.

ATWOOD VIOLETT & CO.

CLOSING PRICES OF FUTURES DECEMBER 7.

Months.	New Orleans.	New York.	Liverpool.
December.....	9.38	9.42	4 63-64 val.
January.....	9.38	9.46	5 1-64
February.....	9.38	9.58	5 2-64
March.....	9.44	9.70	5 4-64 buy.
April.....	9.52	9.82	5 7-64
May.....	9.61	9.92	5 9-64 sell.
June.....	9.69	10.01	5 11-64
July.....	9.77	10.09	5 12-64
August.....	—	10.14	5 13-64
September.....	—	—	—
October.....	—	—	—
November.....	—	—	—
Tone of market.	Steady.	Firm.	Firm.

CLOSING PRICES OF SPOT COTTON DECEMBER 7.

Grade.	New Orleans.	New York.	Liverpool.
Middling.....	9 1/8	9 1/8-16	5
Low middling....	9 1/8	9 1/8	4 3/4
Good ordinary....	8 3/8	8 7-16	4 3/8
Tone of market.	Firm.	Firm.	Steady.

It is reported that New York and Philadelphia capitalists have secured options on 100,000 acres of heavily timbered lands on the Little Tennessee, Pigeon and Little rivers in Tennessee, and will organize a large tannery and saw-mill company at Knoxville. A railroad is to be constructed from the latter point into the lands, and with this and the excellent facilities for transportation by water the property will be thoroughly developed. This will bring a large amount of money into Knoxville and give a further impetus to the already extensive manufacturing operations there. The property in question is rich in minerals as well as timber, and these will also be opened.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

* Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Wood Works.—Mr. Gay is establishing a bent-wood works.

Anniston—Car-coupler Company.—The Anniston branch of the Taylor's Car Coupler Association has been organized by Wm. Noble, J. H. Waters and others to manufacture and control the Taylor car-coupler.

Anniston—Sash, Door and Blind Machinery.—The Stringfellow-Whetstone Co. is adding sash, door and blind machinery to their planing mill.*

Anniston—Novelty Works.—S. R. Gay, of Lake Charles, La., and E. T. Halstead, of Anniston, have incorporated the Anniston Novelty Works and established a plant.

Attalla—Pressed-brick Plant.—Hartford (Conn.) parties propose to erect a large pressed brick plant near Attalla. John Hastings can give information.

Bragg's Saw Mill.—H. F. De Bardeleben, of Birmingham, and associates will erect a saw mill at Bragg's Tank with a capacity of 50,000 feet daily.

Columbia—Cotton Mill.—The Columbia Cotton Co. has put new machinery in its mill, and will manufacture twine.

Florence—Cotton Mill.—The Mountain Mills cotton mill is to be removed to Florence, and its capacity greatly increased.

Gadsden—Water Works.—The Gadsden Water Co. will extend its water mains.

Huntsville—Flour Mill.—D. L. Raymond, of Huron, S. D., has made a proposition to the citizens of Huntsville to erect a flour mill with a capacity of 275 barrels daily. The mill is to cost \$20,000.

Montgomery—Cotton Mill.—A bill has been introduced in the Alabama legislature to incorporate the Afro-Alabama Cotton Mill Co., capital stock to be \$100,000. H. J. Stevens can inform.

Vineland—Saw Mill.—Thompson & Bailey will rebuild their saw mill reported in this issue as burned.

ARKANSAS.

Helena—Saw Mill.—McCoy & Co. will erect a new saw mill.

Little Rock—Woodworking Plant.—The Forrest City Hardwood Manufacturing Co. is putting in new boilers and will add machinery to make wagon material.

Warren—Lumber Mill.—Sherry & Butler will put in a planer.

FLORIDA.

Inverness—Novelty Works.—Pheil Bros. have erected novelty works.

South Jacksonville—Saw Mill.—J. H. Bugbee, of Jacksonville, is building a new mill at South Jacksonville.

Tampa—Electric-light Plant.—The Tampa Electrical Illuminating Co.'s plant has been purchased by the Consumers' Electric Light & Street Railroad Co. The plant will be considerably improved.

GEORGIA.

Cedartown—Cottonseed-oil Mill and Soap Factory.—C. Philpot states that his company may build a cottonseed-oil mill and soap factory in connection with the ice plant mentioned last week.

Cohutta—Saw and Grist Mill.—W. L. Williams has built a new saw and grist mill.

Dalton—Machine Works.—T. M. Sanders & Bros. will erect a factory for the manufacture of hay presses.

Newnan—Buggy Works.—The Newnan Buggy Co. will at once rebuild its burned plant.

KENTUCKY.

Ashland—Distillery.—The Spring Mountain Distilling Co. has been incorporated by Jas. C. Whitten, Daniel W. Steele and W. W. Culbertson with a capital stock of \$5,000 for the purpose of distilling, etc.

Corinth—Broom Factory.—John W. Perkins contemplates opening a broom factory.

Covington.—E. H. Murdock, L. G. Rose, C. A. Ault and J. B. Hargrove have incorporated the Roadway Fare Registering Co. with a capital stock of \$100,000.

Lexington—Stove Foundry.—The Lexington Foundry Co. will erect an addition to its plant for the manufacture of mantels and grates.

Louisville—Brewery.—The Nadorff Brewing Co. has been incorporated by Henry Nadorff, Fred Bossmeyer, Charles Nadorff, Stephen Fleck, Hugo Frommann and others to conduct a brewery; capital stock \$100,000.

Louisville—Lumber Mills.—The Kentucky-Carolina Timber Co. has been incorporated by T. H. Mason, H. H. Bullitt and A. A. Bullitt to conduct a general lumber-dealing and manufacturing business; capital stock \$50,000.

Newport—Cigar Factory.—Frank Reichman contemplates starting a cigar factory.

Newport—Lock Company.—The United States Lock Co. has been incorporated by Geo. Zimmer, Louis R. Luebbert and Rob. Kuehnert to manufacture locks, etc.; capital stock \$600,000.

Pineville—Stone Quarry.—F. H. Beeman will open a stone quarry.

Winchester—Tinware Plant.—R. R. Perry may start the manufacture of tinware.*

LOUISIANA.

Ethel—Brick Works.—The Louisiana Brick & Clay Works Co. is rebuilding its plant recently burned. In a few months the company will also turn out drain and ridge tile.*

New Orleans—Dry Goods Company.—J. Rosenberg & Co., Limited, have been incorporated to deal in fancy goods, etc.; capital \$50,000.

New Orleans—Stationery Company.—Jas. Buckley & Co., Limited, have been incorporated to manufacture and deal in stationery; capital \$10,000.

New Orleans—Mineral Springs Company.—The Stafford Mineral Springs Co. has been incorporated to operate mineral springs; capital \$12,000.

New Orleans—Hide and Tallow Company.—The New Orleans Butchers' Hide & Tallow Co., Limited, has been incorporated to deal in hides, tallow, etc.; capital \$10,000.

New Orleans—Mining and Smelting Company.—Louisiana Labor, Mining & Smelting Co. has been incorporated for the purpose of mining and smelting, etc.; capital \$500,000.

New Orleans—Fire-alarm Company.—The National Automatic Fire Alarm Co. has been incorporated to supply electrical apparatus, etc., for communicating information concerning fires; capital \$30,000.

MARYLAND.

Baltimore—Ice Company.—The Consumers' Ice Co. has been incorporated by August Fenneman, Jas. B. Moore, Elmer M. Beard, Wm. T. Frederick and others to deal in artificial and natural ice; capital stock \$400,000.

Baltimore—Silver-plating Factory.—The Florence Sterling Silver Co. has been incorporated by F. Bucher, J. M. Postley, L. P. Maass, J. M. Smith and A. D. Thompson for manufacturing silver and silver-plated ware; capital stock \$6,000.

Chestertown—Electric-light Company.—A company has been incorporated to furnish electric lights.

MISSISSIPPI.

Lexington—Cotton Mill.—J. C. Pinkerton may start cotton mill.*

Meridian—Machine Shops.—The Alabama Great Southern's shops at Meridian are about completed, the improvements having cost about \$200,000.

Meridian—Bag Manufacturing, etc.—The Meridian Bagging & Manufacturing Co. has been incorporated to manufacture bags, cotton and woolen yarns, etc. The capital stock is \$15,000.

Mississippi City—Saw Mill.—H. Leinhardt has erected a saw mill.

Rosedale—Stave Mill.—A number of Ohio capitalists are organizing a company to erect a stave mill in Rosedale. Information furnished by Charles Scott.

Stonewall Station—Manufacture Lumber, etc.—O. F. Cawthon, T. L. Wainwright, A. W. Cawthon, O. V. Cawthon, Jr., and A. H. Coleman have incorporated the Stonewall Mills for the manufacture of lumber, etc. Their capital stock is \$200,000.

Vicksburg—Electric-light Plant.—Chester R.

McFarland is organizing a company to be called the Vicksburg Electric Transit & Light Co.

Waynesboro—Match Factory.—A match factory is contemplated at Waynesboro, Miss. Capt. Eric von Axelson, of that place, can give full particulars.

NORTH CAROLINA.

Bessemer—Iron Mining.—Edgar A. Cooley and others are the incorporators of the Bessemer Mining Co., lately reported as incorporated.

Fayetteville—Bent Woodworking Factory.—The bent woodworking company reported last week is now engaged in erecting its factory. R. M. Nimocks, president, can give full information.

Goldsboro—Manufacturing Plant.—The North State Lumber Co. will erect an extensive manufacturing plant at Goldsboro, at a cost of \$100,000.

Goldsboro—Cotton Mill.—New machinery has been put in the Goldsboro Cotton Mill.

Hope Mills—Cotton Mill.—The Hope Mills Manufacturing Co. has put in new machinery.

Manchester—Cotton Mill.—The Manchester Mills have put in new machinery.

Randleman—Cotton Mill.—The Plaidville Manufacturing Co. has put new machinery in its mill.

Stovall—Saw and Grist Mill.—John W. Stovall will rebuild his saw and grist mill reported in this issue as burned.

Tillery—Peanut Factory.—The North Carolina Lumber Co. will erect a large peanut factory.

Wilmington—Manufacture.—G. D. W. J. H. and R. R. Bellamy have purchased the Industrial Manufacturing Co.'s works.

SOUTH CAROLINA.

Charleston—Merchantile Company.—E. T. Brown and J. L. Perry have incorporated the Edmonds T. Brown Co. to do a general wholesale business; capital stock, \$30,000.

Charleston—Fibre Factory.—The Great Southern Fibre Co., reported last week as incorporated, writes us as follows: "We are constructing a plant for the manufacture of fibrous materials, such as pine needles, marsh grass, but our principal product will be black moss, prepared by mechanical means from green moss, to be used for general upholstering purposes."

Chester—Cotton Mill.—W. A. Courtenay, of Charleston, and associates have applied to the legislature for a charter for the Indianola Manufacturing & Power Co. to erect a cotton mill, etc. The capital stock is to be \$500,000.

Columbia—Publishing Company.—A. W. Clayton, A. T. McCants, W. H. McFeet and J. William Gibbs have incorporated the Record Publishing Co. to continue to publish the *Evening Record*.

Columbia—Water-power Development.—The Isabel Power Co., reported last week applying to the legislature for a charter, proposes to develop some magnificent water-power on Saluda river, in upper Carolina. The power is to be distributed by means of electricity, for commercial, industrial and scientific purposes. W. J. Thackston furnished above.

Columbia—Manufacturing, etc.—A bill has been introduced in the legislature to incorporate the Johnson Navigation & Manufacturing Co. of Horry County.

Columbia—Fur Company.—The Palmetto Fur Co., reported last week as incorporated, has the following officers: B. B. McCreery, Jr., president; W. G. Elwell, secretary and treasurer, and J. B. Garfunkel, manager.

Edisto Mills—Shingle Mill.—The Edisto Cypress Shingle Co. has been incorporated and will erect a steam saw and lumber mill. N. Webb and Winfield Scott are the incorporators; capital stock \$100,000.

Georgetown—Clapboard Factory.—O. E. Emerson & Co. have started a clapboard factory, and later on will add shingle machine, sawdust and slab conveyors.

Oak Grove—Mining.—A bill to incorporate the Oak Grove Mining Co. has passed the State legislature.

Spartanburg—Broom Factory.—A broom factory has been established by S. B. Jones, Jr., and will be chartered as the Alabama Broom Works, with capital stock of \$5,000. Output will likely be increased soon. S. B. Jones will be president and treasurer, and Wm. Jones, vice-president.*

TENNESSEE.

Casey—Saw Mill.—W. H. Smith will erect a saw mill.

Chattanooga—Basket Factory.—A basket factory has been established by C. C. Benjamin, of Wyeth City, Ala.

Clarksville—Canning Factory.—Endeavors are being made to organize a company to establish a canning factory. W. H. Clark can give information.

Kingston—Handle Factory.—A handle factory has been erected by W. B. Rose.

Knoxville—Car Shops.—The East Tennessee, Virginia & Georgia Railroad has about completed its new repair shops, and will at once equip same with machinery.

Knoxville—Tannery.—Charles A. Scheiren & Co., of New York city, are investigating at Knoxville with a view of erecting a tannery.

Memphis—Pump Works.—The American Railway Water Co., of Little Rock, Ark., has opened books in Memphis for the sale of a sufficient amount of treasury stock to enable it to purchase the Milburn Gin & Machine Co.'s plant to be used as works for making its railway pump.

Milan—Canning Factory.—A stock company has been formed to establish a canning factory.

Union City—Canning Factory.—The stock company recently reported as organized to erect a canning factory has completed its organization with J. H. Whipple, president; W. H. Gardner, vice-president; Henry Mayers, secretary and treasurer, with a capital stock of \$10,000. The capacity of the plant will be from 10,000 to 15,000 cans daily.

TEXAS.

Beaumont—Handle and Spoke Factory.—The Beaumont Handle and Spoke Factory will be incorporated by O. F. Allen, Wm. Williams, Emmett Landry and C. Gripon to manufacture handles, spokes, etc.

Hillsboro—Ice Factory.—A charter has been granted the Hillsboro Ice Co. P. R. Thornton, S. S. Mayo and Jas. J. Garrison are the directors; capital stock \$10,000.

Houston—Chemical Company.—R. F. George, T. J. Baker, Wallace O'Leary and others have organized the Houston Chemical Co.

Houston—Flour Mill.—A flour mill is to be established at Houston. M. L. Welch proposes organizing a \$100,000 stock company to erect it together with a grain elevator.

Longview—Electric-light Plant.—The Longview Electric Light & Power Co., reported last week as receiving the contract to light the city, has been incorporated by J. M. Moberly, W. C. Page and Richard B. Levy; capital stock \$10,000.

Victoria—Publishing Company.—The Victoria Publishing Co. has been organized to issue the *Victoria Daily Times*. M. M. McFarland is business manager.

VIRGINIA.

Buena Vista—Ice Factory.—Endeavors are being made to organize a stock company to erect an ice plant.

Buena Vista—Paper Mill.—The Columbian Paper Co. will increase its mill's present capacity.

Charlottesville—Ice Factory.—The Hercules Ice Co. will erect an ice plant with a capacity of fourteen tons daily. Chas. J. Cary, of Baltimore, and S. M. Butler, of Chicago, are interested.

Danville—Mercantile Company.—The Idol & Proctor Co. has been incorporated by Idol & Proctor to conduct the sale of pianos, etc., with a capital stock of \$30,000.

Falls Church—Saw Mill.—M. M. Wakefield will rebuild his saw mill, reported in this issue as burned.

Lynchburg—Tobacco Factory.—Dunlop, Stokes & Co. will rebuild their tobacco factory, recently burned.

WEST VIRGINIA.

Clifton—Coal Mines.—The Sterling Coal & Manufacturing Co. has been incorporated for the purpose of coal mining, etc., by H. G. Daniel and associates; capital stock \$70,000.

Coalburg—Coal Mines and Coke Ovens.—The Kanawha Coal & Coke Co. has been incorporated by F. L. Garrison and others with a capital of \$20,000 in \$100 shares for the purpose of mining coal and manufacturing coke.

Keyser—Furniture Factory.—Richardson Bros. will probably rebuild their furniture factory, reported in this issue as burned.

Logan C. H.—Mercantile Company.—The Standard Mercantile Co. will be incorporated to conduct the store of U. B. Buskirk; capital stock \$25,000.

McDowell—Coal Mines and Coke Ovens.—W. J. Richards, of Wilkesbarre, Pa.; T. B. Dumen, of Emma, W. Va.; Edw. Brennan and others of Pennsylvania, are the incorporators of the Ashland Coal & Coke Co., reported last week; capital stock \$200,000.

Parkersburg—Upholstering Company.—The Parkersburg Upholstering Co. has been incorporated by Wm. Bentley and five others; capital \$28,000.

Wheeling—Foundry and Machine Shops.—The General Engineering Co. has been incorporated to succeed A. J. Sweeny & Son in the operation of foundry and machine shops, with a capital stock of \$100,000.

Winifrede—Coke Plant.—The Elerhsa Gas & Coke Co. has been incorporated to manufacture coke and by-products. Its capital stock is \$125,000.

BURNED.

Augusta, Ga.—Patrick Armstrong's cotton gin; loss \$2,000.
 Baltimore, Md.—The Baltimore & Ohio Railroad Co.'s hopper shops; loss \$10,000.
 Concord, N. C.—A. B. Young's cotton gin, near Concord.
 Falls Church, Va.—M. M. Wakefield's saw mill; loss \$2,800.
 Hills Prairie, Texas.—Charles Jenkins's steam cotton gin.
 Keyser, W. Va.—Richardson Bros.' furniture factory; loss \$20,000.
 New Bern, N. C.—The Stinson Lumber Co.'s mill; loss \$6,000.
 Paw Creek, N. C.—Geo. W. Williamson's cotton gin.
 Stovall, N. C.—John W. Stovall's saw and grist mill.
 Vicksburg, Miss.—Clay & McBurney's cotton gin.
 Vineland, Ala.—Thompson & Bailey's saw mill.
 Water Valley, Miss.—Hiram Cook's steam gin; loss \$1,500.
 Weatherford, Texas.—Alliance Roller Mill; loss \$20,000.

BUILDING NOTES.

Baltimore, Md.—Office Building.—William Ferguson & Bro. have been awarded contract for the office building for the Merchants' National Bank, previously reported. Baldwin & Pennington are the architects.
 Baltimore, Md.—Joseph M. Cone has purchased the Concordia Opera-House property and will remodel for warehouse or hall purposes.
 Birmingham, Ala.—Public Building.—W. J. Edbrooke, supervising architect, Washington, D. C., will receive proposals until December 28 for all the labor and material required for the approaches to the United States courthouse and postoffice building at Birmingham, including pipe railing at area.
 Camden, S. C.—Baum Bros. intend to rebuild their business house.
 Charlotte, N. C.—Courthouse and jail.—Mecklenburg county will apply to the next legislature for authority to raise about \$100,000 to build a new courthouse and jail. A committee, including R. M. Oates, H. D. Stowe and others, has been appointed to select site, submit plans, etc.
 Charlottesville, Va.—Hotel.—R. C. Vandergrift & Son are preparing plans for improving the Central Hotel.
 Chattanooga, Tenn.—City Hall.—The building of a \$100,000 city hall is being discussed.
 Columbia, S. C.—Church.—The congregation of the Second Presbyterian Church contemplates building a new church at a cost of \$75,000. Rev. G. A. Blackburn, pastor, can be addressed.
 Decatur, Ala.—David Lawrenson has prepared plans for a two-story brick business building 26½ x 110 feet, with a one-story back building, for Mrs. E. Lyons. It will cost \$9,000.
 Galveston, Texas.—Club Building.—The Island City Boat Club will rebuild its clubhouse at a cost of \$5,000.
 Georgetown, D. C.—Market-house.—B. W. Minor, of Baltimore, furnished plans for the two-story market building 68x90 feet for Emerich Bros. It will have freight and passenger elevators and a cold-storage system. The cost will be about \$50,000.
 Goldsboro, N. C.—Warehouses.—The Goldsboro Storage & Warehouse Co., referred to in last issue, is building three additional warehouses.
 Harriman, Tenn.—Depot.—The East Tennessee, Virginia & Georgia Railway (office, Knoxville) and the Cincinnati Southern Railway (office, Cincinnati, Ohio) have adopted plans for a union depot 40x125 feet.
 Huntsville, Texas.—W. S. Gibbs has awarded contract for a two-story brick business house at \$5,697 to Joseph Abernathy.
 Key West, Fla.—Bank Building.—The First National Bank has secured a site for a two-story brick bank building to cost \$25,000.
 Knoxville, Tenn.—Church, etc.—Baumann Bros. are preparing plans for remodeling a building for M. J. Condon. They have also furnished plans for remodeling the Third Presbyterian Church.
 Llano, Texas.—Bank Building.—The bank building lately noted as let to contract to J. A. Wilson & Bro. is for Mrs. E. Haynie. It will be a two-story brick and granite structure and include several storerooms. A. O. Watson, of Austin, prepared the plans and the cost is \$12,000.
 Louisville, Ky.—Depot.—The Ohio & Mississippi Railway Co. (office, Cincinnati, Ohio) is likely, it is stated, to build a depot in Louisville.
 Lynchburg, Va.—Hotel.—W. M. Poindeexter will prepare plans for a five-story brick hotel to be known as the "Carrollton," and to be built by John N. Carroll, J. P. Pettyjohn, J. D. Langhorne and others.
 New Orleans, La.—College.—F. Reusch, Jr., has been awarded contract to erect a three-story brick building for the H. Sophie Newcomb Col-

lege. It will cost \$30,000, and Sully & Toledano prepared the plans.

New Orleans, La.—Club Building.—The Crescent City Athletic Club will erect a club building.

Raleigh, N. C.—Church.—The members of the Third Baptist Church will soon build a new church. T. W. Blake can be addressed.

Richmond, Va.—School Building.—The city engineer will prepare plans for the Central school building. It will contain thirteen rooms, and the appropriation is \$28,000.

Salisbury, N. C.—Opera-house.—J. J. Fuller, of Charlotte, has contract for building the opera-house. It will cost about \$10,000.

Staunton, Va.—Hotel.—Collins & Hackett, architects, report that the proposed hotel, if built, will be four stories, 97x100 feet, with wing 119x25 feet two and three stories. It will have seventy-six rooms, heated by steam, have electric bells, passenger elevator, laundry outfit, etc. The cost of ground and building is limited to \$60,000.

Tampa, Fla.—John O. Ball & Co., referred to in last issue, will build a brick block next spring, but the cost will not exceed \$20,000.

Washington, D. C.—J. G. Meyers has prepared plans for five three-story dwellings to have electric bells, steam heat, etc.

Washington, D. C.—School Building.—Plans have been prepared in the office of the inspector of buildings for an L-shaped building, three stories, 93x110 feet, with a two-story arm for the Girls' Reform School. It will be supplied with furnaces, laundry outfit, etc. The appropriation is \$35,000, and bids will soon be invited.

Wheeling, W. Va.—Leiner & Faris have prepared plans for a four-story brick and stone business and hall building for Mrs. A. C. Egerton. It will have elevator and other conveniences.

Wilmington, N. C.—Valentino, Brown & Co. have been awarded contract for a \$7,500 business building for Sol Bear.

Winston, N. C.—Church.—The members of the First Baptist Church will build in the spring an edifice to cost from \$25,000 to \$35,000.

Winston, N. C.—Warehouse.—The warehouse mentioned in last issue as to be built by Abbott & Jones will be a brick structure 198x75 feet. Hill C. Linthicum prepared the plans.

Winston, N. C.—Vaughn & Co. will erect a business building in the spring probably three stories high, but have not decided on details. It will have an elevator.

Winston, N. C.—Hotel.—T. W. Scorrillo, manager of the Zinzendorf, reports that the hotel will be rebuilt at a cost of \$100,000, and work is to begin within thirty days. Plans, specifications, etc., are not as yet selected.

RAILROAD CONSTRUCTION.

Baltimore, Md.—Railroad.—The Baltimore & Potomac Railroad Co. is improving and straightening its track between Baltimore and Washington, and changes are being made that indicate preparations for broadening the road to a 4-track system.

Brownwood, Texas.—Railroad.—It is stated that the Fort Worth & Rio Grande Railway Co. (office, Fort Worth) has decided to extend its line from Brownwood to a connection with the Southern Pacific & Mexican International at Spofford Junction, in Kinney county, and has placed surveyors in the field. It is understood that two routes are under consideration, one via Menardville, in Menard county, and the other via Junction City, in Kimble county. Preliminary surveys are to be made of each route.

Cheraw, S. C.—Railroad.—A bill has been introduced in the legislature to amend the charter of the Chesterfield & Kershaw Railroad Co. in relation to the subscription of bonds to the capital stock, and to authorize the company to build a branch road to Sumter.

Cleveland, W. Va.—Railroad.—The Kanawha & Buckhannon River Railroad Co., reported in last issue as chartered by R. E. McQuay, of Selbyville, and others, will build a lumber and log railroad for the Kanawha & Buckhannon River Lumber Co. to feed the company's mill on the Kanawha waters and get lumber out to the West Virginia & Pittsburgh Railroad.

Edisto Island, S. C.—Railroad.—A bill has been introduced in the legislature to incorporate the Edisto Island Railroad Co.

El Paso, Texas.—Railroad.—The Texas & Pacific Railway Co. (office, Dallas) will, it is reported, soon commence building the White Oaks Railroad, and C. E. Wilson, division engineer, is said to be making the preliminary surveys.

Florence, S. C.—Street Railway.—A bill has been introduced in the legislature to incorporate the Florence Street & Suburban Railroad Co.

Gurley, Ala.—Railroad.—W. H. Calloun, chief engineer of the Gurley & Paint Rock Valley Railroad, writes that construction work is steadily progressing on that road, and has not been suspended, as was reported.

Harrisonburg, Va.—Railroad.—T. C. Blair and C. T. O'Ferrall, Jr., are interested in a project to build a railroad from Harrisonburg to Bridgewater.

Hulings, W. Va.—Railroad.—The West Virginia Southern Railroad Co. has been incorporated to build a railroad from a point at or near Hulings up Cheat river and the Dry fork of that river to a point at or near the mouth of the Gladly fork of the Dry fork of Cheat river, at the junction of said Gladly fork and Dry fork in Tucker county, with a branch from a point at or near the mouth of Otter fork of Dry fork of Cheat river, running thence by the most practicable route up the said Otter fork to a point at or near Alpena, in Randolph county. The capital stock is \$50,000.

Jacksonville, Ala.—Railroad.—A movement is said to have been started to complete the Tredgegar Mineral Railroad from Tredgegar Junction to Burke Iron Mountain, a distance of about four and one-half miles. This road was designed to extend from Jacksonville to Burke Iron Mountain, a distance of nine miles, and from there to Centre, twelve miles, with five miles of branches through iron-ore beds, making twenty-six miles in all. Of this four and one-half miles, running from Jacksonville to Tredgegar Junction, and one mile of track reaching the centre of the city, have been completed. George H. Montgomery is chief engineer.

Louisville, Ky.—Electrical Railroad.—The Kentucky & Indian Bridge Co. is planning to operate an electrical railroad across its bridge from New Albany, Ind., and into Louisville.

Natchitoches, La.—Railroad.—The Natchitoches Railroad Co. has awarded contract to Green & Brogan, of New Orleans, for tracklaying on its extension to Grand Ecure, previously mentioned.

New Orleans, La.—Electrical Railroads.—The deal by which the New Orleans City & Lake and the Crescent City Street Railways pass into the hands of Northern parties has been effected. The new owners will organize with Jesse Seligman, of New York city, as president, and Maurice J. Hart, of New Orleans, general manager. It is intended to equip all the lines with electricity.

Rayville, La.—Railroad.—W. D. Jenkins, general manager of the New Orleans & Northwestern Railroad (office, Natchez, Miss.) states that the road will probably be completed early in the spring of 1893 from Rayville to Collins.

Richmond, Va.—Railroad.—Preliminaries are being arranged for the commencement of work by Mason, Hoge & Co. on their contract for the Richmond & Chesapeake Railway Co.

Roanoke, Va.—Electrical Railroad.—The changing of the Roanoke & Salem dummy line into an electrical road is talked of. W. Frank Carr can give particulars.

Rockledge, Fla.—Railroad.—Nothing definite is decided as yet relative to the extension of the Jacksonville, St. Augustine & Indian River Railroad (office, St. Augustine) from Rockledge via Eau Gallie to Melbourne, a distance of twenty-four miles, lately reported as being surveyed. The time and extent of this extension depends upon land donations, right of way, etc., along the proposed line, and if these are freely conceded the road may be built to Melbourne this winter.

Rosedale, Miss.—Railroad.—Charles Scott, president of the Rosedale & Bogue Phalia Railroad, reports that contract for building that road a distance of six and one-half miles has been awarded. Surveyors are now at work, cross-ties are being gotten out and the work will be pushed.

Shelby, N. C.—Railroad Bridges.—The Charleston, Cincinnati & Chicago Railroad intends building iron bridges across First, Second, Broad and Brushy creeks. D. H. Chamberlin, receiver, Charleston, S. C., can be addressed.

Stillmore, Ga.—Railroad.—It is probable that steps will soon be taken to extend the Millen & Southern Railroad (office, Millen) from Stillmore to Lyons, on the Savannah, Americus & Montgomery.

Tallahassee, Fla.—Railroad.—The resumption of work early in January on the Carrabelle, Tallahassee & Georgia Railroad is expected.

Vicksburg, Miss.—Electrical Railroad.—C. R. McFarland, who has franchise to build an electrical railroad in Vicksburg, is organizing the Vicksburg Electric Transit & Light Co. Construction will begin before February 1, 1893.

Victoria, Texas.—Railroad.—There has been three and a-half miles of roadbed graded for the Gulf, Newport & Northern Railroad, which is to extend from Alligator Head to the interior of the State. It is thought the line will run via Victoria to San Antonio.

Washington, D. C.—Cable Railroad.—The Washington & Georgetown Railroad Co. has arranged to secure \$500,000 to complete the work of cabling its lines.

Wheeling, W. Va.—Railroad.—The Wheeling Bridge & Terminal Railway Co. has been granted franchise to build its line through Benwood.

The Globe Dry-Kiln Co., Meridian, Miss., has just completed kilns for J. T. Carley & Son, Purvis, Miss.; Ellisville Lumber Co., Ellisville, Miss.; Wetherbee & Higgins, Waynesboro, Miss.; Wilcox & Herin, De Soto, Miss.; W. H. Patton, Shubuta, Miss., and J. H. Gary, Siding, Miss., and has contracts with James B. Rawls, Deer Park, Ala., and the Pine Grove Lumber Co., Richardson, Miss., for the erection of dry-kilns.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Beltling.—J. H. Gary, Siding, Miss., wants beltling.

Blowers.—J. H. Gary, Siding, Miss., wants blowers.

Broom Machinery.—S. B. Jones, Jr., Spartanburg, S. C., may need broom machinery soon.

Cars.—The Gulf Red Cedar Co., W. H. Parrish, president, Greenville, Miss., wants ten second-hand flat cars, standard gauge, not less than thirty feet long and any capacity over fifteen tons.

Chain Conveyors.—J. H. Gary, Siding, Miss., wants chain conveyors.

Conveyor and Elevator.—The Louisiana Brick & Clay Works Co., Ethel, La., will need clay elevator and conveyor.

Cotton-mill Machinery.—J. C. Pinkerton, Lexington, Miss., wants prices on cotton-ropes and cotton-yarn machinery.

Cotton-mill Machinery.—The Elkin Manufacturing Co., Elkin, N. C., wants Whitin spinning frames, 128 spindles each, to stand a speed of 7,500 (second-hand, in good order).

Crushing Machinery.—The city of Columbus, Ga., may want a rock crusher at an early date. James J. Slade, mayor, can be addressed.

Edgers.—J. H. Gary, Siding, Miss., wants edgers.

Electric-light Fixtures.—Wilson & Huggins, Roanoke, Va., wants catalogues and estimates on electric-light fixtures.

Elevator.—Vaughn & Co., Winston, N. C., will want an elevator for a business house.

Excelsior Machine.—C. E. Baker, Aeworth, Ga., wants to buy an excelsior machine.

Grill Work.—Harvey Page & Co., Washington, D. C., want catalogues of grill work.

Handle Machinery.—S. W. Saunders, Rocky Mount, N. C., wants to buy handle machinery.

Iron Fencing.—Charles E. Manor, Stanleyton, Va., wants iron fencing.

Laundry Machinery.—A. B. Sharpe, Beaufort, S. C., wants to buy laundry machinery.

Mortiser.—The Stringfellow-Whetstone Co., Anniston, Ala., will buy a mortiser.

Planer.—Hamilton & Hunter, Blue Lick Springs, Ky., want to buy a planer.

Rails.—Hamilton & Hunter, Blue Lick Springs, Ky., want to buy rails.

Rails.—The Elkin Manufacturing Co., Elkin, N. C., wants a lot of light iron or steel rails, second-hand.

Rails.—R. M. Hutchins, Houston, Texas, wants second-hand steel rails, twenty to forty pounds.

Saw mill.—The Desha Lumber & Planting Co., Arkansas City, Ark., may want complete outfit of machinery for a hardwood mill of 30,000 feet daily capacity.

Saws.—Hamilton & Hunter, Blue Lick Springs, Ky., want to buy circular saws.

Scales.—R. M. Hutchins, Houston, Texas, wants a set of second-hand railroad track scales (Fairbanks).

Shafting.—The Chattanooga Saw Works, Chattanooga, Tenn., wants a steel hexagonal shaft 15x4½ feet for steamboat engines.

Spoke Machinery.—S. W. Saunders, Rocky Mount, N. C., wants to buy spoke machinery.

Tenoner.—The Stringfellow-Whetstone Co., Anniston, Ala., will buy a tenoner.

Tile Machinery.—The Louisiana Brick & Clay Works Co., Ethel, La., will need machinery for manufacturing tile.

Tinware Machinery.—R. R. Perry, Winchester, Ky., wants to correspond with manufacturers of tinworking machinery.

Wire Fencing.—Charles E. Manor, Stanleyton, Va., wants wire fencing.

S. B. Jones, Jr., Spartanburg, S. C., wants supplies for broom factory, such as broom corn, handles, etc.

Venning & Edmondston, of Mt. Pleasant, S. C., are in the market for hoops.

The Louisiana Brick & Clay Works Co., Limited, of Ethel, La., whose plant was recently destroyed by fire, are rebuilding. These works have a daily capacity of 30,000 bricks, with capital stock of \$75,000, and contemplate the manufacture of drain and ridge tile in a few months. The company will need a clay elevator and conveyor, and also new machinery for the tile works.

SOUTHERN FINANCIAL NEWS.

New Banks.

Albany, Ga.—The organization of a new bank is a probability.

Covington, Ky.—The stockholders of the Covington City National Bank will meet on January 4, 1893, to vote on the question of a voluntary liquidation of the bank and the consolidation of its business with the First National Bank of Covington. The stockholders of the latter meet on the same date to vote on the reduction of the capital stock to \$300,000 and then to increase it to \$600,000.

Paducah, Ky.—The corporate existence of the City National Bank of Paducah has been extended to January 14, 1913.

Talladega, Ala.—Isbell & Co. and their associates have applied for authority to organize the Isbell National Bank of Talladega.

Anniston, Ala.—A bill has been introduced in the legislature authorizing the city to issue \$55,000 of bonds for the purpose of paying its floating debt, for school and other purposes.

Atlanta, Ga.—J. N. Goldsmith, city comptroller, reports that the city will issue \$182,000 of water bonds on January 1, 1893, of the denomination of \$1,000 each, to mature thirty years after date, bearing interest at 4 per cent., principal and interest payable in gold. The total bonded indebtedness of Atlanta is \$2,776,000, and there are no other debts owned by the city. The assessed value of property in 1892 was \$50,907,950 and actual value \$100,000,000. The population is 100,000.

Baltimore, Md.—The Maryland Theft Insurance Co. has been incorporated by H. R. Robbins, W. J. Taylor, J. Brown Halbert and others. The capital stock is \$100,000.

Baltimore, Md.—The Central Railway Co. has made application to the Baltimore Stock Exchange to list \$700,000 of 5 per cent. consolidated mortgage bonds.

Birmingham, Ala.—A bill has been introduced in the legislature authorizing the county commissioners of Jefferson county to issue \$15,000 of bonds for the purpose of making an exhibit at the World's Fair.

Bridgewater, Va.—An election may be held to vote on the issuance of \$10,000 of bonds to secure to the town a new railroad.

Columbia, S. C.—The Congaree Manufacturing Co. meets on December 21 to consider the increase of its capital stock and the issuance of bonds.

Dallas, Texas.—The Citizens' Investment Co. has been incorporated by Howard Claiborne, L. B. Torrey and R. E. Gahagan. The capital stock is \$100,000.

El Paso, Texas.—The city will vote on the issuance of \$130,000 of water works bonds on December 27. The issuance of these bonds would make the total bond issue of the city \$300,000.

Florence, S. C.—The Florence Tobacco Co. meets on January 2, 1893, to consider the issuance of \$40,000 of bonds.

Louisville, Ky.—The Mutual Loan Co. has been incorporated by V. B. Fasig, Edward Walter, F. J. Brickwedde and N. D. Cohn. The capital stock is \$10,000.

Washington, D. C.—The Washington & Georgetown Railroad Co. will issue \$500,000 of additional bonds to complete the work of cabling its lines. This will make a total issue of \$3,000,000 of bonds for that purpose.

TRADE NOTES.

THE Stow Manufacturing Co., Binghamton, N. Y., inventors and manufacturers of the Stow flexible shaft, reports trade good. The works are running on 12½ hours' time to keep up with orders. Prospects for the coming season are good with this company.

J. W. TAYLOR, the Southern representative of the Stilwell & Bierce Manufacturing Co., has just closed a trade with the Pee Dee Cotton Mills, Rockingham, N. C., for an improved cylinder gate Victor water-wheel forty-two inches in diameter, giving 325 horse-power under a 22-foot head. The purchase included gears, power connections, etc.

J. M. LANDER & Co., of Roanoke, Va., have just closed a contract for furnishing the Brambleton school building at Norfolk, Va., with the "Regal" school desk. They have also renewed the contract for furnishing this same style desk for the new 8-room school building at Greenville, Ala. They report that trade is exceedingly brisk and their factory crowded with new work to its fullest capacity.

ROGERS, BROWN & MERWIN, the well-known sellers of iron, iron ore, steel, etc., in Chicago Ill., announce the removal of their offices to Nos. 1014 and 1016 "The Monadnock," southwest corner Dearborn and Jackson streets. Their new location gives them largely increased facilities for handling all matters pertaining to pig iron and similar products, and has been found necessary owing to the continued growth of their business.

GEO. W. TIFT, SONS & Co., Buffalo, N. Y., manufacturers of engines, boilers and dredging machinery, report trade never better, have several large Corliss engines under way, and are now shipping dredging machinery to Florida and Boston parties; have several large orders on hand which will keep them busy for some time. They are also building five ice machines for parties. The shops are running full time with a large force of hands.

THE Baldwinville Centrifugal Pump Works, Syracuse, N. Y., has lately moved to its new shops, 715 to 721 West Fayette street, where it will have better facilities and more shop room. The new shops are built of brick, two stories in height, well lighted and suitable for manufacturing purposes. This company report a good trade for the present season and fine prospects for the coming year. It has added a brass and iron foundry, 120x40 feet, to its plant.

THE Bliss Engineering Co., of Washington, D. C., has recently completed the wiring of four stores, two large halls, an office building and Kernan's Theatre in that city for incandescent electric lights, the latter contract having been stated by the inspector of the board of underwriters to be the best wired theatre in that city. This company has recently completed arrangements for opening a large electrical supply house on Seventh street N. W., where will be kept on hand a supply of all kinds of electrical appliances appertaining to the business.

THE Chambers Brothers Co., of Philadelphia, has had a satisfactory year of business, with much activity and a large number of sales. They are busy now and report good prospects for the winter. During the year they have added a 200-pound hammer and two forges in the smith shop, and the lathe capacity has been increased by the addition of new tools. The demand for their dryer cars for brickmakers has been better than ever before from all parts of the country, and they have had a large number of orders for various styles.

THE Philadelphia branch of the New York Safety Steam Power Co. has been doing a good business of late. Several prominent establishments have been equipped with safety power engines, viz: The Bullitt building, three 100-horse-power; the Provident building, two eighty-horse-power; Brown building, one thirty-horse-power and one fifty-horse-power; the Times annex, one sixty-horse-power; Hotel Stratford, one eighty-horse-power and one 125-horse-power; the new Deaf and Dumb Asylum, Mt. Airy, Pa., four sixty-horse-power.

W. E. CALDWELL & Co., of Louisville, Ky., shipped 250 cypress tanks in six weeks, from September 10 to October 20. The shipments were divided as follows: To Alabama, seven; Cuba, one; Florida, five; Georgia, eleven; Indiana, thirty; Kentucky, 128; Maryland, one; Mississippi, two; Missouri, one; New Jersey, eleven; New York, five; North Carolina, eight; Ohio, three; Pennsylvania, twenty-four; South Carolina, sixteen; Tennessee, eight; Texas, three; Virginia, ten; West Virginia, nine. The majority of these were equipped with the Scott patent draw lug made by this firm.

AMONG recent contracts received by the Howard-Harrison Iron Co., of Bessemer, Ala., were the following: Omaha & South Texas Land Co., Houston, Texas, for about 1,000 tons of pipe for water works in the Houston Heights addition; 2,000 tons for G. Jaeger, for Corpus Christi (Texas) water works; Georgia Southern & Florida Railroad, Macon, Ga., for pipe from thirty to sixty inches in diameter to be used for culverts for bettering the road-bed of the company; city of St. Louis for 1,000 tons, and one for about 2,500 tons for the St. Louis Stamping Co. to put in a private water works plant at Granite City, Ill.

THE Cleveland Twist Drill Co., of Cleveland, Ohio, writes us that it has just got out for a prominent engine manufacturing company in Pennsylvania what they believe to be the largest solid milling cutter ever made. This cutter is twenty-one inches long, five inches in diameter finished size, with a 2-inch hole for arbor and a key-way through the entire length. The steel in the rough state weighed 150 pounds. The anxiety which we felt when the big tool was ready to plunge into the hardening bath can better be imagined than described. That it was successfully tempered and finished without crack or blemish, we think, speaks well for our facilities for handling this class of work. If any of your readers know of a larger spiral milling cutter than this made from one piece, we would be very glad to hear from them.

RECENT business of the New York Safety Steam Power Co. includes an eighty-horse-power engine for lighting plant at Highland, Del.; fifty-horse-power engine for Washington Park Club, Chicago, and two fifty-horse-power engines for the hotel Arragon, Atlanta, Ga.; six 350-horse-power tandem compound engines are being furnished for the King's county farm buildings, New York; a 100-horse-power engine is being

erected in Wm. Campbell's paper-hanging factory, Tenth avenue, New York, for driving an electric lighting plant; a "safety" engine has been installed in the brewery of the Trenton Brewing Co., Trenton, N. J., and another is to drive the electrical plant of the Harlem Wood & Lumber Co., New York city; a fifty-horse-power high-speed engine has just been shipped to the Tojo Mining Co., Mazatlan, Mexico, for driving a dynamo for mine lighting.

HENRY CLEWS & Co., of New York; W. E. Hutton & Co., of Cincinnati; the Third National Bank, of Dayton, Ohio, and Winter's National Bank, of the same city, will receive subscriptions at par for \$500,000 preferred 8 per cent. cumulative stock in the Stilwell-Bierce & Smith-Vaile Co., of Dayton, Ohio. The total authorized capital stock of the company is \$500,000 preferred 8 per cent. cumulative, and \$500,000 common stock. The consolidated companies subscribed for all the common stock. The accountants who reported on the assets of the two companies state that for the three years ending December 31, 1891, the net profits of the combined business amounted to \$283,973.19, an average of \$94,657.73 per year, and the net assets amounted to \$908,640.89, while an inventory of real estate, buildings, machinery, etc., was placed at \$407,979.89. The business of the combined companies will be conducted under the same management as heretofore.

T. L. WAINWRIGHT, secretary and superintendent of the Stonewall Manufacturing Co., at Stonewall, Miss., writes as follows to John Hill, of Columbus, Ga.: "We again had a fire in our picker-room to-day, in which we have thirty-six of your automatic sprinklers. This time we followed your instructions to close the building up and stand aside and let the automatic sprinklers do the work, and they did it to perfection. The only damage we sustained was from wetting the cotton and the belting and the machinery. The wetting of the cotton is about the only material damage. Twenty heads went off, and those were immediately over the fire. The fire instantly flashed all over the mixing-room, and by the time it got well under way the automatics went off and 'knocked it into a cocked hat.' There may be other automatic sprinklers as good as the Hill, but certainly there is none any better. You have now scored two perfect victories in our picker-room. Fortunately we have plenty of extra heads on hand to replace those that went off to-day, which latter we will send you to be repaired in a day or two."

TRADE LITERATURE.

J. W. PENFIELD & SONS, of Willoughby, Ohio, have issued another one of their remarkably fine set of catalogues, this one treating of clay-preparing machinery. In it are given illustrations and descriptions of disintegrators, roller crushers, dry pans, wet pans, pug mills, granulators, elevators, screens, clay cars and other implements used in brick-making. The catalogue is prepared in the same excellent style as the others issued by the firm, and is a necessary addition to the trade library of every brickworker.

THE Erie Engine Works, Messrs. Cleveland & Hardwick, of Erie, Pa., proprietors, has issued a neat illustrated catalogue of the line of engines and boilers manufactured. The engines shown are of many forms—stationary, detached, double, portable, combined and agricultural—and all show the excellent care and attention to good material and workmanship which have made them so well known. Among the boilers are the stationary and portable horizontal forms, and also vertical boilers for the smaller sized engines. Among the newer forms is the Columbia combined portable engine and boiler resting on skids, the boiler inclined and fire-box within the boiler. This form is very compact, and, like all others shown, is of the best workmanship and material.

THE new catalogue issued by the John A. White Co., of Dover, N. H., is a model of beautiful design and fine work. The cover, of a soft reddish drab color, is heavily embossed with a tasteful design, in which the name and address of the company appears, and in the centre of the page the title "Some Woodworking Machinery" tells of its contents. The work on the inside is equally as good; the introduction concise and to the point; the short description, with illustration of the works, and the cuts and description of the various machines shown. Among the improvements in machines is noted the Dover band saw, a compact and serviceable machine, with a tilting table; the Concord No. 2 single saw bench, an improved Concord buzz planer and others. The catalogue is one which will be of interest and value to every woodworker.

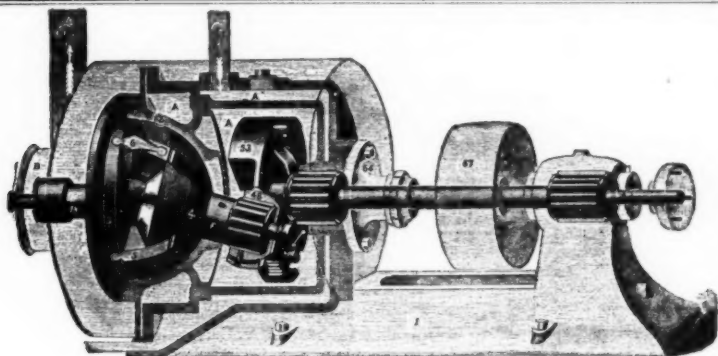
THE Oliver P. Clay Co., Cleveland, Ohio, has sent out a particularly striking circular calling attention to the "soot sucker," otherwise known as the Baldwin vacuum boiler tube cleaner. At the front of the circular is the supposed and quite natural request of the business man to his stenographer to file it away and call his attention to it later. Following this it tells briefly of a chimney cleaner who found that the soot sucker

made his business unnecessary, and at the end is the very pertinent remark: "We are pretty full of orders to-day, so you had better file this and order about nine o'clock to-morrow." It is altogether a striking and attractive method of advertising, and the testimonial letter from the South Bend Electric Co. as to the efficiency of the instrument is a fitting wind-up.

THE Whitman & Barnes Manufacturing Co. has issued a special catalogue describing the Bryant automatic high-speed engine and boiler which is a new line recently added to its extensive machinery list. The engines shown are of one and two horse-power with boiler to correspond. Larger sizes are in preparation. The machine is extremely compact, the two horse-power engine and boiler occupying only twenty-eight by forty-one inches floor space, and weighing but 700 pounds. Either kerosene or gas may be used as fuel. These compact little equipments are coming into general use, as they are handy, safe and require no skill to operate. Everything is automatic, and as a source of small power either for continuous or intermittent use they are without superior. The company has factories located at Akron, Ohio; Canton, Ohio; Syracuse, N. Y., and St. Catharines, Ont.

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MACON—First National Bank, J. C. Plant, President. Capital and surplus \$250,000.

SOUTH CAROLINA.

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PROPOSALS.

NOTICE—Treasury Department, Office Supervising Architect, Washington, D. C., November 26th, 1892. The time for opening proposals for the Interior Finish of the U. S. Courthouse, Postoffice, and Custom-House Building at Bay City, Michigan, is hereby extended to 2 o'clock P. M., December 5th, 1892. W. J. EDBROOKE, Supervising Architect.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., December 3, 1892. **SEALED PROPOSALS** will be received at this office until 2 o'clock P. M., on the 28th day of December, 1892, and opened immediately thereafter, for all the labor and material required for the approaches to the U. S. Courthouse and Postoffice building at Birmingham, Ala., including pipe railing at area, in accordance with the drawings and specifications, copies of which may be had at this office or the office of the Superintendent at Birmingham, Ala. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of proposal. The right is reserved to reject any or all bids or to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked "Proposals for Approaches to the U. S. Courthouse and Postoffice Building at Birmingham, Ala." and addressed to W. J. EDBROOKE, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., November 25, 1892. **SEALED PROPOSALS** will be received at this office until 2 o'clock P. M. on the 23d day of December, 1892, and opened immediately thereafter, for all the labor and materials required for the Trench Excavation, Concrete and Stone Footings, Cut Stone and Brick Work of the basement and area walls of the U. S. Postoffice, Courthouse and Custom-House at Milwaukee, Wis., in accordance with the drawings and specifications, copies of which may be had on application at this office or the office of the Superintendent at Milwaukee, Wis. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked "Proposal for the Trench Excavation, Concrete and Stone Footings, Cut Stone and Brick Work of the Basement and Area Walls for the U. S. Postoffice, Courthouse and Custom-House at Milwaukee, Wis." and addressed to W. J. EDBROOKE, Supervising Architect.

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These mines are so richly endowed with auriferous material, from the easily-worked sand, gravel, and dirt, (carrying virgin dust and nuggets), to the fissure veins of free milling quartz, that when properly equipped a profit of ten thousand dollars (\$10,000) a day or over three million dollars (\$3,000,000) annually is a very low and conservative estimate.

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It is proposed to organize this property on a basis of five million dollars (\$5,000,000), upon which there can be dividends earned of 60 per cent. or more, and the parties furnishing the original capital in small or large sums for this organization, which will be about twenty five thousand dollars (\$25,000), will be let in on a basis of two and a half cents (2 1/2 c.) on the dollar, with the privilege of purchasing pro rata at five cents (5c.) on the dollar a sufficient amount to give them a controlling interest if they so desire.

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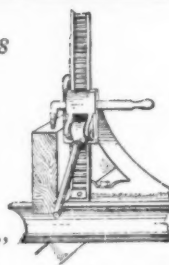
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1 Engine Lathe, 12 ft. bed, 22 in. swing.
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1 " 230 in. x 9 ft., with one head.
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20 in. swing, 7 1/2 ft. bed. Ames. Good.
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10x16 in. stroke. Crank shapers. Good order.
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20 in., 22, 24, 28, 30, 36 in. Drills. New & 2d-hand.
22 in. x 5 ft. Planer.
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40 h-p. Vertical Engine. N. Y. S. S. P. Co. A1.
11x18 horizontal slide valve Engine.
1,100 and 3,000-lb. BEMENT STEAM HAMMER.
Car-axle Lathe, Bement. 1 1/2 and 1 1/4 Bolt Cutt. rs.
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Complete outfits, Power Plants, Belting, etc.
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ALL KINDS.

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A List of Leading Lumber Dealers and Manufacturers in the South.

This list of representative Southern lumber merchants and manufacturers is published for the benefit of those who desire to reach responsible houses in this branch of business in the South. Readers of the MANUFACTURERS' RECORD who have occasion to correspond with any of the firms mentioned below will confer a favor by mentioning this paper.

Yellow Pine.

I. B. Gordon & Co., Alpine, Ala.
Villa Rica Lumber Co., Anniston, Ala.
J. R. Adams & Sons, Birmingham, Ala.
Hawkins & Smith, Birmingham, Ala.
C. T. Hughes & Co., Birmingham, Ala.
Riddle & Simpson, Birmingham, Ala.
Southern Supply Co., Birmingham, Ala.
Marbury & Jones, Bozeman, Ala.
D. W. & U. Blacker, Brewton, Ala.
W. W. Weaver, Castleberry, Ala.
J. A. Dudley, Clanton, Ala.
O. A. Duke, Clanton, Ala.
L. B. Wells, Clanton, Ala.
H. C. Higman & Co., Decatur, Ala.
Dunham Lumber Co., Dunham, Ala.
Thos. Taylor, Escatawpa, Ala.
W. J. Williams & Son, Eustis, Ala.
Gadsden Lumber Co., Gadsden, Ala.
Tuscaloosa Lumber Co., Hull, Ala.
Downing & Scott, Kirkland, Ala.
Ray City Lumber Co., Mobile, Ala.
E. B. Vaughan, Mobile, Ala.
Alabama Lumber Syndicate, Montgomery, Ala.
S. B. Allen & Co., Montgomery, Ala.
W. A. Drives & Co., Montgomery, Ala.
Moore, Kirkland & Co., Montgomery, Ala.
John Crosby, Pansey, Ala.
S. A. Blasingame, Verbena, Ala.
Wagar Lumber Co., Wagar, Ala.
W. W. Wadsworth, Wadsworth, Ala.
Arkadelphia Lumber Co., Arkadelphia, Ark.
Empire Lumber Co., Ashton, Ark.
Long Bell Lumber Co., Buckner, Ark.
Cotton Belt Mill Co., Cotton Belt, Ark.
Eagle Lumber Co., Eagle Mills, Ark.
Red River Lumber Co., New Lewisville, Ark.
A. J. Neimeyer Lumber Co., Waldo, Ark.
Fordyce Lumber Co., Fordyce, Ark.
The Florida Phosphate Co. Ltd., Phosphoria, Fla.
J. S. Betts & Co., Ashburn, Ga.
Gress Lumber Co., Atlanta, Ga.
Wilson Coal & Lumber Co., Atlanta, Ga.
Donaldson Lumber Co., Donaldsonville, Ga.
Perkins Manufacturing Co., Augusta, Ga.
Stillwell Millen & Co., Savannah, Ga.
E. B. Hunting & Co., Savannah, Ga.
Georgia Lumber Co., Savannah, Ga.
F. F. Putney, Hardaway, Ga.
Charles Bewick & Co., Hazlehurst, Ga.
Alderfer & Bull, Isabella, Ga.
Hogan & Winger, Kensington, Ga.
J. A. Williams, Sumner, Ga.
A. I. Duncan & Co., West Bowersville, Ga.
W. E. Mayne, Carpenter, Ky.
P. Hendrickson, Conant, Ky.
Perkins & Miller Lumber Co., Ltd., Westlake, La.
Lock-Moore & Co., Ltd., Westlake, La.
R. J. Aycock, Longstreet, La.
C. P. Brasher, Marthaville, La.
Joseph Horst, Maugansville, Md.
Elliott, Crawford & Co., Myrtle, Miss.
P. B. Myers & Son, Myrtle, Miss.
Ocean Springs Lumber Co., Ocean Springs, Miss.
B. J. Cansey, West, Miss.
Cary E. Spence, Pass Christian, Miss.
Keystone Lumber & Imp. Co., Bogie Chitto, Miss.
J. S. Blackburn, Ellisville, Miss.
W. L. Rankin & Bro., Shannon, N. C.
A. E. Rogers, Mullins, S. C.
R. F. Moss, Booker, Va.
The A. F. Withrow Lumber Co., Millboro Depot, Va.
U. B. Simpson & Son, Naruna, Va.

North Carolina Pine.

Page Lumber Co., Aberdeen, N. C.
The Greenville Land & Imp. Co., Greenville, N. C.
Guilford Lumber Mfg. Co., Greensboro, N. C.
Goldshoro Lumber Co., Goldshoro, N. C.
G. Vyne & Son, Wilkesboro, N. C.
John Hickson & Co., Lynchburg, Va.

Cypress.

Morris & England, Keo, Ark.
Cypress Lumber Co., Sherrill, Ark.
T. O. Wilson Lumber Co., Tillar, Ark.
Nuchner & Brown, Peach Orchard, Ark.
Moline Lumber Co., Helena, Ark.
J. M. Milburn & Bro., Greenway, Ark.
J. C. McCain, Greenway, Ark.
W. R. Emerson, Emerson, Fla.
J. C. Burleigh, Midland, Fla.
F. S. Bamberg, Jasper, Fla.
S. J. Temple, Temple's Mills, Fla.
J. P. Little, Sumner, Fla.
Geo. H. Barker, Waldo, Fla.
A. A. Bunnell, Raulerson, Fla.
Windemere Land & Lumber Co., Windemere, Fla.
Kelly, Cosby & Co., Jug Tavern, Ga.
Dietrich & Dopson, Lenox, Ga.
W. T. McArthur, McArthur, Ga.
W. H. Moxley & Co., Macon, Ga.
W. R. Peterson & Co., Wadley, Ga.

Lawless & Kyle, Franklin, La.
Louisiana Cypress Lumber Co., Harvey, La.
Callahan & Lewis Mfg. Co., Patterson, La.
McEwen & Murray, New Orleans, La.
Hanson & Smith, Wilmington, N. C.
J. C. Fulton, Aransas Pass, Texas.
Calcasieu Lumber Co., Austin, Texas.
M. T. Jones & Co., Childress, Texas.
J. H. Folkey, Korville, Texas.

Hardwoods.

North Alabama Lumber Mfg. Co., Bridgeport, Ala.
Bridgeport Lumber Co., Bridgeport, Ala.
Hill & Mitchell, Center Star, Ala.
W. A. Koeppl, Coaling, Ala.
Decatur Lumber Co., Decatur, Ala.
H. S. Freeman, Decatur, Ala.
Black Warrior Lumber Co., Demopolis, Ala.
Alabama Lumber & Mfg. Co., Gurley, Ala.
G. Vaughan, Hollywood, Ala.
C. G. Huffman, Hollywood, Ala.
Clifton & Hendrix, Jasper, Ala.
Elliott & Carter, Jasper, Ala.
W. M. Beatty, Austin, Ala.
J. W. Ray, Arkadelphia, Ark.
Desha Lumber Co., Arkansas City, Ark.
Batesville Lumber Co., Batesville, Ark.
Russell & Elder, Beebe, Ark.
South'n Hardwood Lumber Co., Black Rock, Ark.
E. M. Ford Land & Timber Co., Gilmore, Ark.
Kelley & Wells Lumber Co., Newport, Ark.
Cream City Lumber Co., Lamberthville, Ark.
J. M. Meffert, Lowell, Fla.
Ray & Geise, Bronwood, Ga.
Altamaha Cypress Lumber Co., Brunswick, Ga.
Montford & Mitchell, Butler, Ga.
Glasgow & Henderson, Cassville, Ga.
Green & Eshum, Clay Hill, Ga.
W. H. Allen, Cordele, Ga.
Greer Bros., Ada, Ga.
D. T. Harris, Dixon, Ga.
W. T. Opie, Dover, Ga.
A. J. McMullen, Hartwell, Ga.
Matthews & Anderson, Knoxville, Ga.
R. W. Ballard, Newton Factory, Ga.
O. W. Wadley, Rogers, Ga.
L. T. Brawner, Adairville, Ky.
G. W. Hummer, Adairville, Ky.
W. Conn & Son, Bedford, Ky.
Snider Bros., Berea, Ky.
Gibson & Hale, Flat Lick, Ky.
J. L. Naylor, Wickliffe, Ky.
Samuel Anglen, Lafayette, Ky.
H. E. Miller, Lewisburg, Ky.
Fetter Cochran & Co., Louisville, Ky.
J. C. Williamson, Mouth of Pond, Ky.
The Cumberland Co., Middlesborough, Ky.
Waters & Bringham, Pineville, La.
J. H. McBride, Winnfield, La.
The Loomis & Hart Mfg. Co., Chattanooga, Tenn.
John Hoagland, Spring City, Tenn.
Jas. M. Williams, Charlottesville, Va.
Smith & Co., Reedy Ripple, W. Va.
Shelly & Wirgman, Romney, W. Va.

Shingles.

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J. Bradley, Hartsell's, Ala.
Concub & Patsaliga Lumber Co., Luverne, Ala.
G. N. Buchanan, Luverne, Ala.
J. D. Cameron & Son, Mobile, Ala.
Mobile Shingle Co., Mobile, Ala.
Mountain & Sons, Mobile, Ala.
C. G. Richards & Son, Mobile, Ala.
Stewart & Butt, Mobile, Ala.
Gulf States Lumber Co., Montgomery, Ala.
D. Goulet & Co., Black Rock, Ark.
F. McKay, Black Rock, Ark.
Camden Shingle Mill Co., Camden, Ark.
Price Lumber Co., Paragould, Ark.
Carey & Ollinger, Bagdad, Fla.
A. L. Wellman & Co., Beresford, Fla.
Florida Shingle Mills, Brooksville, Fla.
W. Springstead & Son, Brooksville, Fla.
Mearns Shingle Mill, Davenport, Fla.
Wm. A. McCann, Jacksonville, Fla.
A. G. Russel, Oviedo, Fla.
Little & Chapman, Rosewood, Fla.
Atlanta Lumber Co., Atlanta, Ga.
P. G. Grant, Atlanta, Ga.
T. E. Collier, Cordele, Ga.
King & Bursch, Hawkinsville, Ga.
Yarbrough & Perry, Fullington, Ga.
Ino. Akers & Co., Scotland, Ga.
Baily Bros., Toccoa, Ga.
Mayfield Shingle Co., Wishart, Ga.
Worth Lumber Co., Worth, Ga.
G. W. Clere, Coalition, Ky.
Monroe Smith, McKinney, Ky.
The J. H. Poe Shingle Co., Lake Charles, La.
Harris & Thornton, Chattanooga, Tenn.
E. Cravens, Bagwell, Texas.
L. Miller Shingle Co., Orange, Texas.
Kizer Lumber Co., Texarkana, Texas.
Fritz Sitterding, Richmond, Va.
Gurley & Rogers, Norfolk, Va.
Nottingham & Wrenn, Norfolk, Va.
Ino. L. Roper Lumber Co., Norfolk, Va.

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J. R. Adams & Son, Longview, Ala.
Montgomery Stave & bldg. Co., Montgomery, Ala.
J. C. Sheets & Co., Montgomery, Ala.
P. V. Deland, Black Rock, Ark.
Hammett & Bailey Stave Co., Greenway, Ark.
Arkansas Stave Works, Greenway, Ark.
J. F. Hasty & Son, Paragould, Ark.

G. M. Rosegrant, Paragould, Ark.
Wilson Bros., Piggott, Ark.
Backus Bros., Pine Bluff, Ark.
Little Rock Cooperage Co., Little Rock, Ark.
Tampa Lumber Co., Tampa, Fla.
Hagan & Platt, Pine Level, Fla.
R. H. Brewer, Cedartown, Ga.
Georgia & Tennessee Lumber Co., Laconte, Ga.
F. H. Waring & Co., Cement, Ga.
Allen & Briggs, Bardwell, Ky.
F. B. Freeman, Cumberland Falls, Ky.
Johnson & Overshiner, Hopkinsville, Ky.
T. H. Meehan, Louisville, Ky.
J. G. Evans & Co., Moorehead, Ky.
Tippett & Co., Moorehead, Ky.
Edward Farley, Paducah, Ky.
Lester & Little, Sloans Valley, Ky.
Pinnell & Webb, Somerset, Ky.
George D. Eike, New Orleans, La.
E. O. Felton, Ronceverte, W. Va.
J. Beckwith & Co., Waverly, W. Va.

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P. L. Conquest & Co., Norfolk, Va.
Spokes and Handles.
Jacob Wise & Son, Fulton, Ky.
Paducah Handle Works, Paducah, Ky.
Hendersonville Mfg. Co., Hendersonville, N. C.
Rutherfordton Sp. & Hdl. Fy., Rutherfordton, N. C.
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Southern Real Estate Directory.

For the convenience of the many readers of the MANUFACTURERS' RECORD it has been deemed advisable to collect under this head a reliable list of Realty Agencies of the Southern States. The value of such a list for the purpose of Ready Reference will immediately become apparent to all who are interested in the growth of this section.

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WASHINGTON, D. C.—Chas. A. McEuen, Real Estate, Loans and Insurance. 1420 F. St.

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OCALA—J. V. Burke, Phosphate, Pine and Cypress Timber Lands. Loans negotiated.

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NORTH WILKESBORO—W. F. Trogdon, Town Lots and Farm Lands.

OLD FORT—O. H. Bloeker, Real Estate, Timber and Mineral Lands.

RALEIGH—J. M. Broughton & Co., Real Estate, city and country realty.

ROCKY MOUNT—Arrington & Arrington, Real Estate. Correspondence invited.

WINSTON—E. B. Amls, Real Estate. First-class investments a specialty.

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MEMPHIS—Hodge & Bro., 59 Madison St., Real Estate Agents and Dealers.

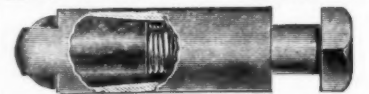
VIRGINIA.

CHARLOTTESVILLE—J. C. McKennie & Co., Real Estate and Insurance Brokers.

NEWPORT NEWS—Cottrell Company, Real Estate. Correspondence invited.

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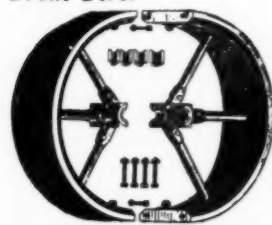
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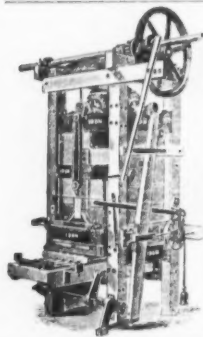
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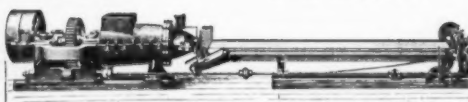
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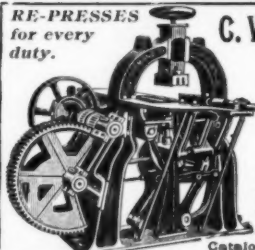
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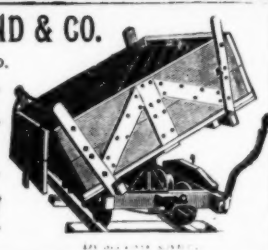
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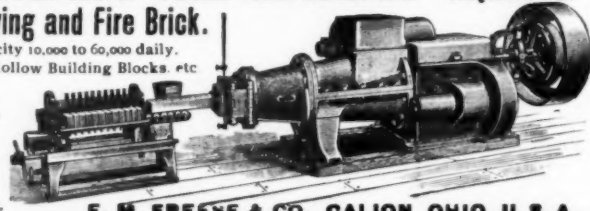
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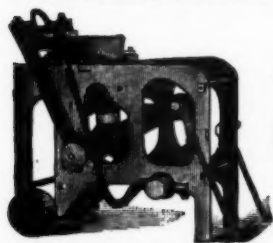
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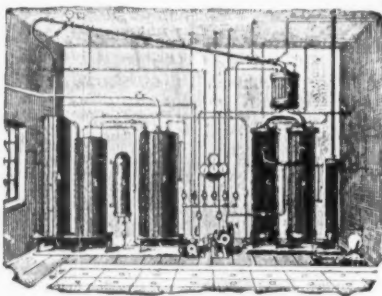
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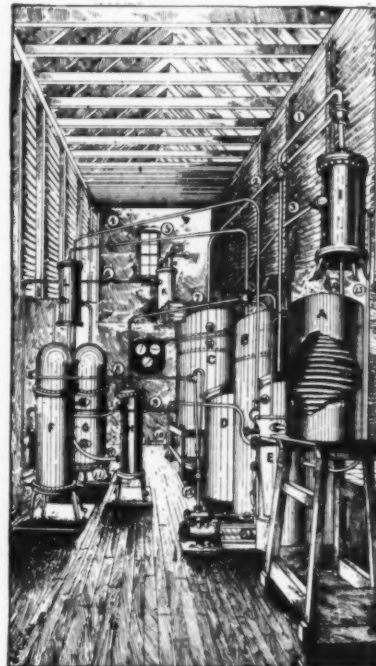
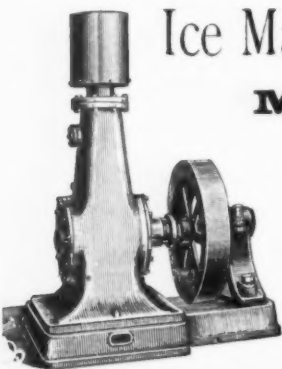
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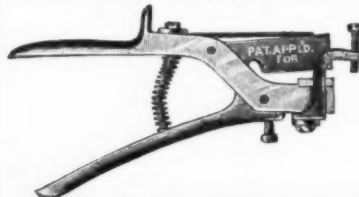
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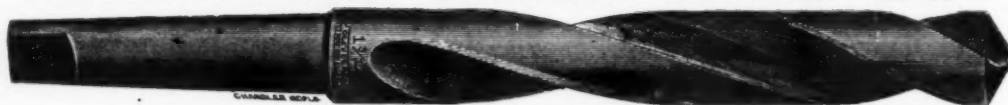
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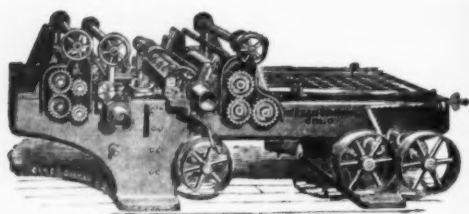
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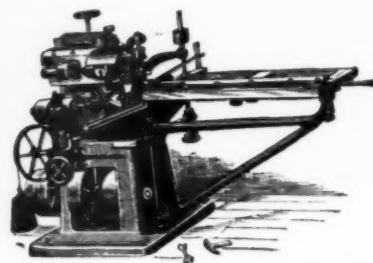
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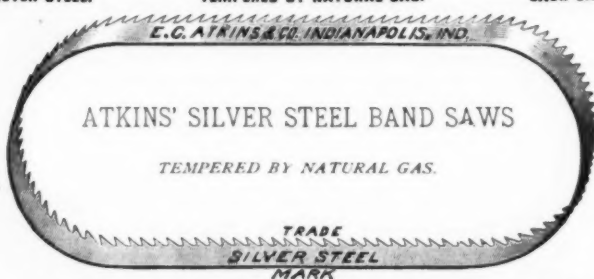


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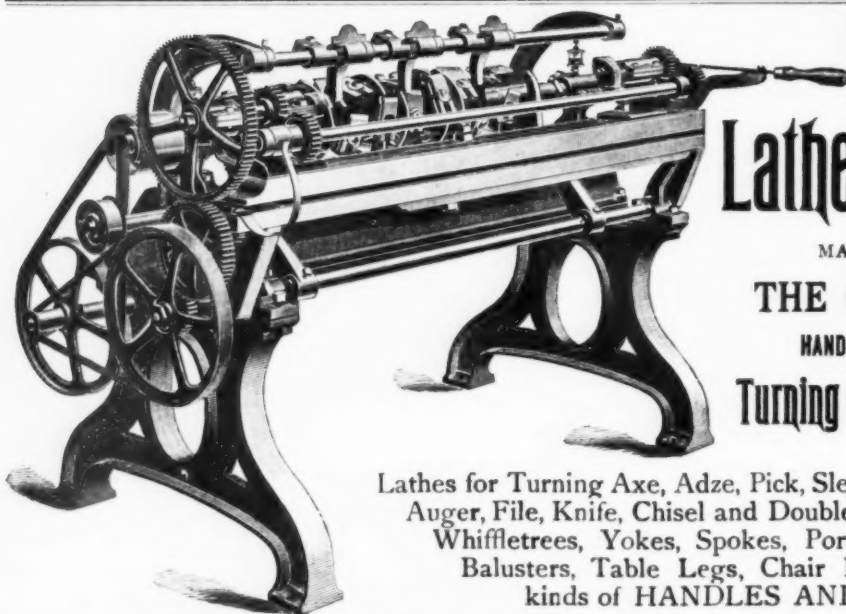
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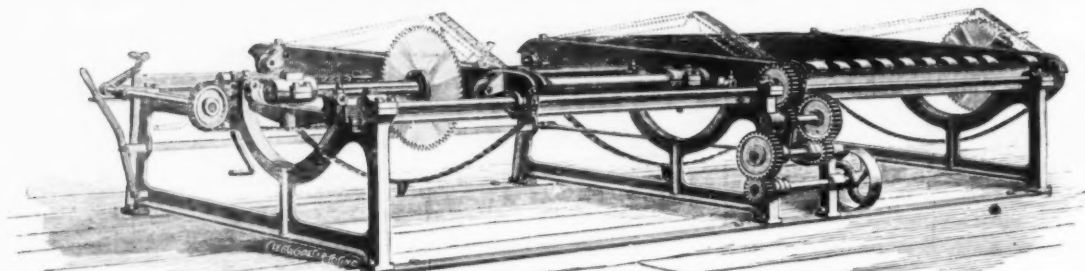
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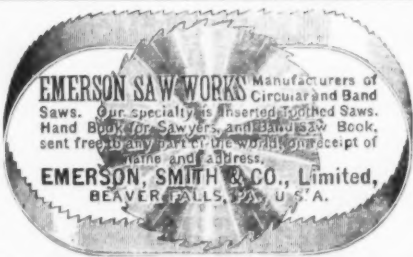
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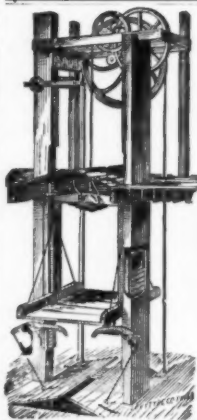
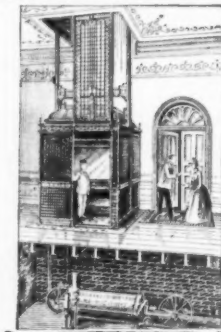
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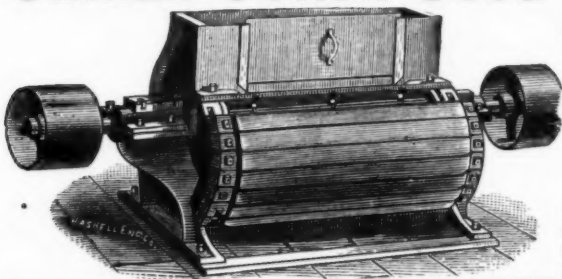
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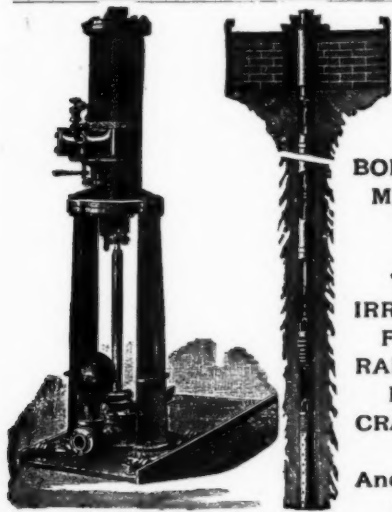
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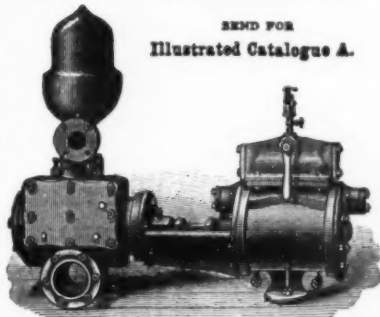
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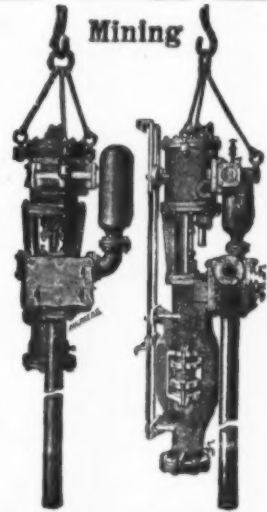
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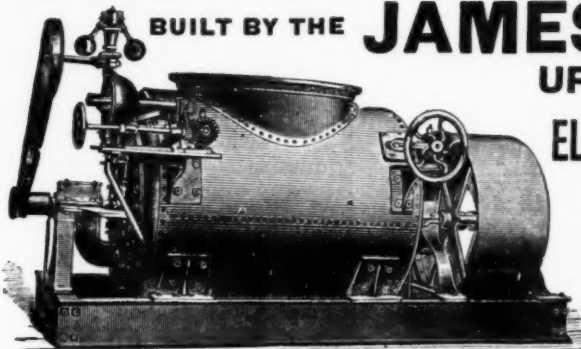
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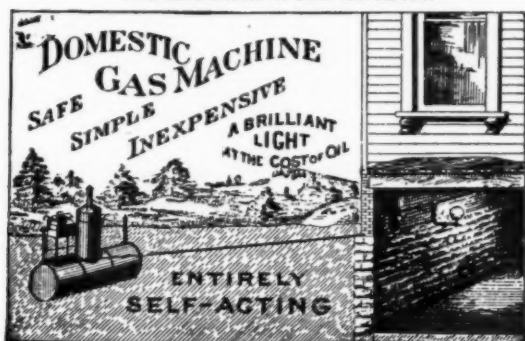
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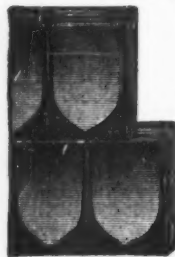
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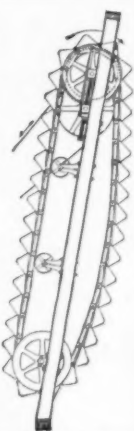
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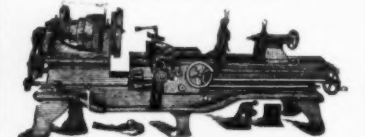
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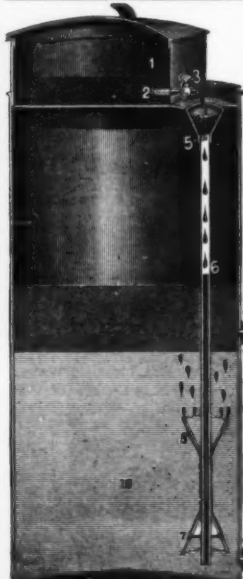
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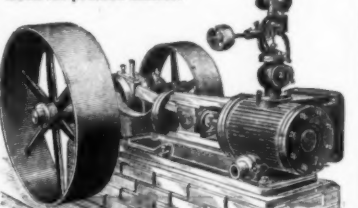
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dealt with the city.

If you are contemplating
a move South,
place yourself in communication with the
Southern Industries Co.,
agents for Columbus
City Mining, Manufacturing
& Development Co.,
1 Beacon Street, Boston;
88 Pulitzer Building,
New York City;
152 La Salle Street,
Chicago;
617 14th Street,
Washington;
504 Richardson Building,
Chattanooga, Tenn.;
673 Elm Street,
Manchester, N. H.;
107 Olive Street,
St. Louis, Mo.

Enterprises to locate at
Columbus City:
\$100,000 National Bank,
capital all paid in;
Smelting Furnace—
Weaver & Rogers Co.,
Chicago, Ill.;
Car Works—
Harris Car Co.,
Woolen Mills—
Reynolds Bros.,
Davisville, R. I.;
Brick Manufacturing Co.—
Messrs. Baker,
Cavanaugh & Verrill,
Holyoke, Mass.;
Electric Light Company—
Gatcomb Bros. & Co.,
Milling and Supply Co.—
C. C. Milling & Supply Co.,
Furniture Factory—
G. H. Stevens & Co.,
Chicago, and contracts
closing with other
industries daily.

STIEFF PIANOS

UPRIGHTS, GRANDS AND SQUARES.

Highest grade Instruments manufactured. Endorsed and preferred by the best schools and musical authorities. Only Upright Piano on the market to-day equal to the Grand. Reasonable terms. Old pianos taken in exchange. Pianos for rent. A large assortment of Organs constantly on hand. Send for illustrated piano and organ catalogue. Inducements on second-hand Pianos.

Tuning promptly attended to.

CHARLES M. STIEFF.

Warerooms: Baltimore, 9 N. Liberty Street; Chicago, 178 Wabash Avenue; Philadelphia, 1204 N. 5th Street; Washington, 417 11th Street, N. W.

XMAS is Coming,

And it is time to be looking about for a Suitable Present.

What is more acceptable than

AN ESTEY ORGAN, AN AEOLIAN, A WEBER, A DECKER BROS., ESTEY, FISCHER or an IVERS & POND PIANO?

Or, in the line of Smaller Instruments,

A VIOLIN, A CORNET, A FLUTE, A MANDOLIN, A GUITAR, A BANJO, A MUSIC BOX, Etc., Etc.

SANDERS & STAYMAN,

13 N Charles Street, BALTIMORE, MD.

LOCATIONS FOR FACTORIES

Chicago, Milwaukee & St. Paul Railway Co.

INDUSTRIAL DEPARTMENT.

The Chicago, Milwaukee & St. Paul Railway Company desires to have the raw material on its 6,150 miles of road in Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota utilized.

In addition to the vast agricultural resources, its territory comprises forests of hard and soft wood, mines of iron and other metals, coal and other minerals, quarries, clays of all kinds, tan-bark, flax and other products. Water-powers (both river and artesian) are also still available. A number of new factories have been induced to locate—largely through the instrumentality of this Company—at enterprising towns on its lines. As the interest of the Company is to secure the location of industries at places where the surroundings will insure their permanent success, the information furnished a particular industry is pertinent and reliable.

The people on the whole System are one live and thriving community of business men in whose midst it is safe and profitable to settle. Local capital is being largely invested in local factories, and taken as a whole, the country through which the road runs is commanding attention as the coming industrial territory of the United States. Solid concerns, manufacturers, large or small, who thoroughly understand their business are sought for at suitable points on the road.

Individuals or companies wishing to embark capital in Western industry can find a profitable field.

For particulars relative to industrial advantages on the line, address

LUIS JACKSON,

INDUSTRIAL COMMISSIONER.

C., M. & St. P. Ry., 160 Adams St., Chicago, Ill.

ATLANTIC TRANSPORT LINE.

BETWEEN BALTIMORE AND LONDON.

Calling at Swansea and Philadelphia on the outward passage.

S.S. Minnesota, 5,000 tons. S.S. Missouri, 4,200 tons.
S.S. Maryland, 4,200 tons. S.S. Michigan Bldg.
S.S. Montana, 4,200 tons. S.S. Mississippi Bldg.
S.S. Maine, 4,150 tons.

BALTIMORE STORAGE & LIGHTERAGE CO.

236 La Salle Street, } and } 10 Fenchurch Street,
Chicago, Ill. } London.
400 Second Street, Baltimore, Md.

IF you are thinking of enlarging your mill, factory or mine, or of purchasing machinery of any kind, send us a postal card giving character of machinery desired.

RICHMOND AND YORK RIVER LINE.

On and after MONDAY, February 20, 1892, the steamers of this line leave Baltimore daily (Sunday excepted) at 5 P. M. for West Point, Richmond and the South, arriving at Richmond at 9.10 A. M., connecting with trains of the Richmond & Danville System. Steamer leaving Mondays, Wednesdays and Fridays calling at Gloucester Point and Allmond's Wharf; steamer leaving Tuesdays, Thursdays and Saturdays calling at Yorktown and Clay Bank. Through tickets and bills of lading issued to all points of the Richmond & Danville System. Way freight must be prepaid. Fare to Richmond, first class, \$2.00, second class, \$1.50. Tickets sold and baggage checked at Geigan & Co.'s, 205 East Baltimore Street.

REUBEN FOSTER, E. J. CHISM,
General Manager. Gen. Freight & Ticket Agt.
Office, 530 LIGHT STREET.

THE BAY LINE

FOR
Fortress Monroe, Norfolk and the South.

The Bay Line comprises the New and Elegant Steamers

"VIRGINIA," "CAROLINA" and "FLORIDA."

All the Comforts and Luxuries of a first-class Hotel are afforded the traveler. Spacious and elegant saloons and staterooms furnished with an especial view to comfort. Unsurpassed Cuisine, which is made a specialty with this line. Elegant service and courteous attention. Steamers leave Baltimore daily (except Sundays) at 8 P. M.

At Old Point Comfort is located the splendid HYGIE HOTEL, a Delightful Resort at all Seasons of the Year.

For Tickets and Information apply at Company's Office,

157 W. BALTIMORE STREET, BALTIMORE.

Or on Board of Steamers.

D. J. HILL, Superintendent.

E. BROWN, General Ticket Agent.

THE FAVORITE PASSENGER ROUTE.

MERCHANTS & MINERS'

Transportation Company.

Steamers sail from Baltimore Md. TO BOSTON,

Mass., VIA NORFOLK, every TUESDAY

THURSDAY and SATURDAY at 2 P. M.

FARE—First-Class, \$10.00 Round Trip, \$20.00

Second-Class \$8.00

FOR PROVIDENCE, R. I., every TUESDAY

and THURSDAY at 2 P. M.

FOR SAVANNAH, Ga., every TUESDAY

and FRIDAY at 3 P. M. FARE—First class, \$5.00;

round trip, \$25.00; second class, \$10.00

Baltimore TO JACKSONVILLE, Fla.—First

class, \$20.65; round trip, \$36.30; steerage, \$12.50.

All tickets include meals and stateroom accommodations. Through tickets sold and baggage

checked to all points South.

For sailing schedules and other information,

apply to A. L. FUGGINS, Agent,

Foot of Long Dock, Baltimore, Md.

J. C. WHITNEY, Traffic Manager,

No. 216 Water Street, Baltimore, Md.

MURRELL'S LINE

FROM

BRUNSWICK to LIVERPOOL and BREMEN.

The Only South Atlantic Direct Line to European Ports.

SHORTEST ROUTE TO EUROPE.

Commencing September 30th, 1892, the following Steamships will make regular sailings from Brunswick, Ga., to Liverpool and Bremen:

Steamship.	Tons.	Master.
WIVENHOE,	1893	CLARK.
HAY-GREEN,	1869	BLACKLAW,
J. M. LOCKWOOD,	1772	JENKINS,
STORRA-LEE,	1734	BAILEY,
DEERHILL,	1733	BAINBRIDGE.

Additional Steamships will be placed on the line as business warrants.

S. S. DEERHILL will sail from Liverpool for Brunswick September 1st.

S. S. HAY-GREEN will sail from Brunswick for Liverpool September 30th.

Consignments solicited to all points in United Kingdom and Continent of Europe.

For Freight, Passage and general information apply to

THE BRUNSWICK TERMINAL CO.

General Agents, BRUNSWICK, GA.

Or Messrs. C. E. DeWolf & Co., Agents,

25 Brunswick Street, Liverpool, England.

FURNESS, WITHEY, & CO., LTD

AGENTS FOR

FURNESS LINE.

REGULAR SAILINGS

FROM

NEWPORT NEWS, VIRGINIA.

FOR LIVERPOOL.

S.S. ISTRIAN.....	4,000 tons
S.S. BULGARIAN.....	4,000 tons
S.S. BAVARIAN.....	4,000 tons
S.S. MADRID.....	— tons

FOR LONDON.

S.S. BOSTON CITY.....	2,500 tons
S.S. RIPON CITY.....	2,500 tons
S.S. STRAITS OF BELLEISLE.....	3,000 tons
S.S. WETHERBY.....	2,500 tons

FOR GLASGOW.

S.S. MANDALAY.....	— tons
S.S. CYNTHIANA.....	4,000 tons
S.S. FELICIANA.....	— tons

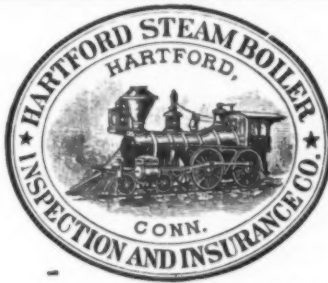
FOR HAVRE (Pinkney-Furness Lines.)

S.S. NERANO.....	4,000 tons
------------------	------------

Through Bills of Lading issued to interior points in the United Kingdom, or on the Continent, at very favorable rates. For freight, &c., apply to

C. W. ROWLEY, Manager,

Manufacturers' Record Building, Baltimore, Md.



Issues Policies of Insurance after Careful Inspection of the Boilers, covering Loss or Damage to Property, and Loss of Life and Personal Injury Arising from Steam Boiler Explosions.

Full information concerning the plan of the Company's operations can be obtained at the COMPANY'S OFFICE, Hartford, Conn., or at any Agency.

J. M. ALLEN, President.
J. E. PIERCE, Secretary.

W. B. FRANKLIN, Vice-President.
F. B. ALLEN, Second Vice-President.

BOARD OF DIRECTORS:

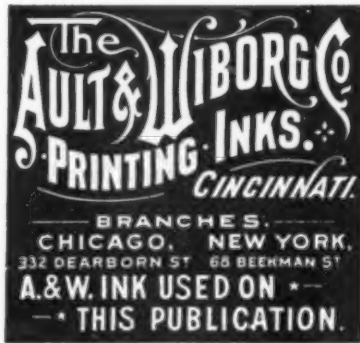
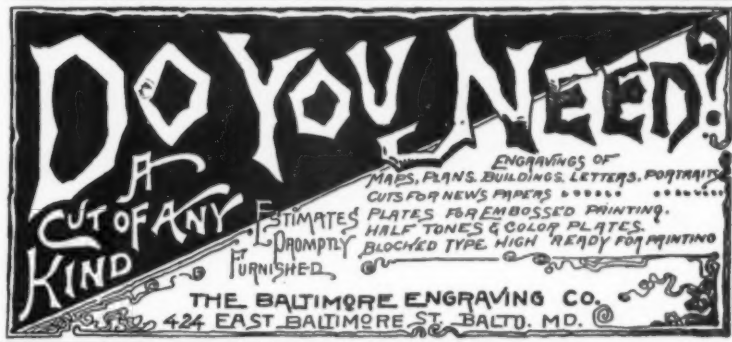
NELSON HOLLISTER, of State Bank, Hartford.
HON. HENRY C. ROBINSON, Attorney-at-Law, Hartford.
HON. FRANCIS B. COOLEY, of the Nat. Exchange Bank, Hartford, Conn.
A. W. JILLSON, late Vice-Prest. Phoenix Fire Insurance Co., Hartford, Conn.
EDMUND A. STEDMAN, Treasurer of the Fidelity Co., Hartford, Conn.
GEORGE BURNHAM, Baldwin Locomotive Works, Phila.
HON. NATHANIEL SHIPMAN, Judge U. S. Circuit Court.
PHILIP CORBIN, of F. & F. Corbin, New Britain, Conn.

Maryland Department—LAWFORD & McKIM, Gen. Agents, 22 S. Holliday St., Baltimore.

ENGRAVINGS FOR ALL PURPOSES.

JAMES F. TOBIN,

118 S. Seventh Street, PHILADELPHIA, PA.



NORTH WILKESBORO,

NORTH CAROLINA,

One of the Conspicuous Successes of the Year in Town Building,
Presents the Following Record:

Population March 4, 1891, actual count, 48.

Population March 4, 1892, actual count, 348.

Gain in one year 625 per cent.

Townsite purchased November 11, 1890; act of incorporation passed by the Legislature, March 4, 1891; first lot sold at private sale, May 12, 1891. Within the first year of its existence ten miles of streets have been graded, and \$22,000 spent in public improvements. Where prior to March 4, 1891, there was only a farm settlement without pretensions to being even a village, there is to-day a thriving, busy, growing, trading and manufacturing center, with

A Large Well-Kept Hotel,
The Bank of North Wilkesboro, \$40,000 Capital,
A large Livery and Sale Stable,
Two Large Wholesale Stores,
One Hardware Store,
One Furniture Store,
Ten General Merchandise Stores,
Three Saw Mills, Sash and Blind Factories,
One Foundry and Machine Shop,
A Handsome, Well-Edited, Home Print Newspaper, The North Wilkesboro News,
One School,
Two Churches Under Way,

Two Brick Yards in operation, and a number of other enterprises practically secured.

Arrangements are about completed for a Woolen Mill.

A large iron front brick block, containing Bank Building, two Store Rooms, Opera House, and Printing Office; A graded School Building and an Iron Bridge across the Yadkin River, in the Eastern part of town, will be completed during the spring and summer.

Turnpike roads to Tennessee and Virginia are about completed; county roads leading into town are being improved and numerous good new ones built, with the intention of making this the center for all the wagon trade of this section.

A tobacco warehouse for the sale of the high grade leaf of this district will be built during the summer, so as to give a home market for the tobacco crop that will be grown this year.

Compare this record with that of any other new town you have heard of during the past dull season.

NORTH WILKESBORO,

Is 75 miles west of Winston-Salem, at the present terminus of the Northwestern North Carolina Railroad, which when ultimately completed to Bristol, Tenn., will give the shortest route between Norfolk and Cincinnati. North Wilkesboro is the most important trading point between Winston-Salem and Bristol, and is in the center of the great undeveloped mineral and timber district of Northwestern North Carolina, being by United States Postal Map on an air line 75 miles southeast of Bristol, 45 miles east of Cranberry, N. C., 40 miles north of Statesville, 45 miles northeast of Hickory, 90 miles northeast of Asheville, 45 miles southeast of Mt. Airy, and 80 miles south of the Norfolk & Western Railroad, in the valley of the Yadkin, between the Brushy Mountains on the South and the Blue Ridge on the North. Climate, healthfulness, water, drainage and location unsurpassed by any town in North Carolina.

The townsite consists of 1,088 acres, located, by the way on a farm originally owned by General John B. Gordon's grandfather. The first public auction sale of lots was held December 2, 1891, and 188 lots were sold. Purchasers have in many cases been able to resell at a handsome profit. The company has sold 50 lots at private sale since then, on many of which houses are now being erected. It is a significant fact that among the business buildings erected a large per cent. are substantial brick structures, while for architectural beauty and cost many of the residences are much superior to those usually found in a town so young.

At the second auction sale, May 11th, 1892, 35 business lots and 44 residence lots sold for \$16,490, an average of \$8.35 per front foot, which is \$2.53 per front foot (or 44 per cent.) more than the average at the sale last December, which was the best sale made in North Carolina during last year. Since the sale, a contract has been closed for the location of another large saw mill, planing mill, sash, door and blind factory combined, which will do a large shipping business. A contract is closed for the location of extract works with a capital stock of \$300,000. The plant will cost \$125,000 and will cover six acres of land. Twelve families from the North will move down. The company will erect a large electric-light plant in connection with the extract works. North Wilkesboro will get there and will not be long doing so.

Through the townsite runs a stratum of serpentine stone, 200 feet in width, and also a bed of iron ore equal in quality to that of Cranberry. The Town Company also owns 4,100 acres of mineral, granite and timber lands in Wilkes County. It is probable that the work of developing the great mineral and timber interests of the section will be commenced in a short time, and on an extensive scale.

Sites will be donated and stock subscribed to such manufacturing enterprises as may be advantageously located here.

The policy of the Company is a most liberal one in this respect, it being determined to aid all legitimate enterprises to any reasonable extent. There are 328 miles of water courses within the borders of Wilkes County, furnishing to the vicinity of North Wilkesboro a water power as great as Fall River. The climate, while not moist, is neither harsh nor dry, and is especially suitable to the spinning of fine cotton yarns, such as cannot be made in the extreme South or North. There is also a fine opportunity here for bleacheries, to the establishment of which at Southern points there is a tendency at present. As they can't go where sluggish streams, impregnated with vegetable matter, abound, the quick flowing streams of clear mountain water, so numerous about North Wilkesboro, afford everything desired. Numerous other industries will do well at North Wilkesboro, and will be most substantially encouraged to locate there.

Capitalists, Home Seekers, Health Seekers, Manufacturers of wood and iron, and many other industrial workers may well investigate North Wilkesboro's advantages.

The above-described townsite and other property belongs to the Winston Land & Improvement Co., which was chartered by act of Legislature, session of 1887; ratified March 4, 1887, chapter 82. Authorized capital \$1,000,000. Present capital stock \$125,000, all subscribed and paid up.

OFFICERS—G. W. HINSHAW, President, of Hinshaw & Medearis, Wholesale Merchants; Vice-President People's National Bank, Winston, N. C. DR. W. L. BROWN, Vice-President, of Brown Brothers, Tobacco Manufacturers, Winston, N. C. W. F. TROGDON, Secretary and Treasurer, North Wilkesboro, N. C.

BOARD OF DIRECTORS—GEO. W. HINSHAW, Winston, N. C. MAJ. CHANNING M. BOLTON, Chief Engineer Richmond & Danville Railroad, Washington, D. C. P. H. HANES, of P. H. Hanes & Co., Tobacco Manufacturers, Winston, N. C. COL. J. M. WINSTEAD, Cashier Piedmont Bank, Greensboro, N. C., and President H. P. Scales Tobacco Co., Atlanta, Ga. A. A. FINLEY, ESQ., Mayor of North Wilkesboro, N. C.

ATTORNEYS—T. B. FINLEY, ESQ., North Wilkesboro, N. C. HON. C. B. WATSON, Winston, N. C. HON. J. C. BUXTON, President First National Bank, Winston, N. C. HON. W. W. BARBER, Wilkesboro, N. C.

PLATS, PRICES AND ANY DESIRED INFORMATION PROMPTLY FURNISHED ON APPLICATION TO

W. F. TROGDON, Secretary and Treasurer,

NORTH WILKESBORO, N. C.

ROCKY MOUNT,

NORTH CAROLINA,

On the Atlantic Coast Line, 125 miles South of Richmond, Va. Offers the most flattering opportunities for business and investment of any town in the South. During the past year the

POPULATION increased from 1,194 to 2,500; 185 new dwellings and stores, and seven new Tobacco Leaf Houses have been built. All are occupied and the demand is not half filled.

ROCKY MOUNT COTTON MILLS are increasing their capacity from 15,000 to 30,000 spindles, and in the fall will employ 300 additional hands.

TOBACCO BUSINESS of the town has more than doubled in capacity. There are three large warehouses and fourteen leaf houses now in operation.

ATLANTIC COAST LINE RAILROAD are building their main yards and shops here. Several buildings are under roof, miles of track laid, coal shutes, etc., erected; 200 new hands will be employed this fall; next year three times that number. All this has been accomplished in one year.

MERCHANTS AND MANUFACTURERS—Rocky Mount is the most promising point for business in the whole South.

INVESTORS—Look at Rocky Mount, the return will be large, sure and quick. For information write

Rocky Mount Improvement and Manufacturing Co.

Rocky Mount, North Carolina.

J. H. LOGAN, General Manager.

ARRINGTON & ARRINGTON, General Agents.

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

MIDDENDORF, OLIVER & CO.
BANKERS AND BROKERS,

No. 213 E. German Street, [KEYSER BUILDING.] Baltimore, Md.

Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

L. Breckinridge Cabell,

53 Broadway, NEW YORK, Room 17.

Lands, Securities and Industrial Enterprises; Total Issues of Corporate, Municipal and County Bonds Taken; Municipal Debts Consolidated and Refunded at lower rates; Railroads Built and Equipped; Electric Roads Built and Equipped; Street Railroads using horse-power Changed to Electric Roads.

THE SOUTH BALTIMORE HARBOR & IMPROVEMENT COMPANY.

THE SOUTH BALTIMORE HARBOR & IMPROVEMENT CO. is the owner of about 1,500 acres of land and five miles of water front adjoining the city of Baltimore, on the south side of the Patapsco river.

LOCATION.

The land is beautifully located, running from the water's edge, gradually to a height of about 200 feet; is free from malarial influences, and is generally considered one of the healthiest locations adjoining the city.

WATER FRONT.

The center of the water front consists of the famous land-bound harbor of Curtis Bay, with an average depth of water of 25 feet.

MANUFACTORIES.

The advantages of this locality for manufacturing purposes cannot be over-estimated. The best proof of this assertion is that capitalists have within the last few years selected it in preference for large manufacturing enterprises, such as a Sugar Refinery, Barrel Factory, Car Works, Foundry, Nut and Bolt Manufactory, the Ryan-McDonald Machine Shops, which were removed from Waterloo, N. Y.; the Beckwith Rolling Mills, which were removed from Paterson, N. J., besides others now in contemplation of erection.

LABOR.

The great advantage of this place as to labor, is the town of SOUTH BALTIMORE, adjoining the factories, containing hundreds of substantial brick houses, for the employees of these various works. (There are now being built by the Company, as well as by others, blocks of houses, in addition to the above.)

To Manufacturers of Hardwoods.

To Manufacturers of Brick.

To Manufacturers of Cotton.

To Prospective Manufacturers Looking Toward the South to Locate,

AND

TO CAPITALISTS.

WASHINGTON

LOUISIANA.

A CITY OF 1,800 PEOPLE.

Offers More Practical and Substantial Inducements Than Any Other Town in the South.

First.—At the very doors of Washington are VAST VIRGIN FORESTS of Hickory, Oak, Walnut, Magnolia, Cypress, and every variety of the Finest Hardwoods, so easy of access that Black Walnut and Hickory are cut for cordwood. The forests are practically inexhaustible, extending for 100 miles along the Bayou Courtableau, Bayou Cocodrie and Bayou Bouef, upon which waterways Washington is situated. Magnificent opportunities for hardwood manufacturing exist at Washington.

Second.—Washington already possesses such industries as:

A Large Cotton Factory (cost \$50,000)
A Saw Mill.
A Drain Pipe and Tile Works.
A Steam Brick Mill.
An Oil Factory.
Three Cistern Factories.
A 100-saw Cotton Gin.
A Sash and Blind Factory.
Fifteen Large General Stores.

Churches, Schools and every advantage of an old-established town.

Third.—Washington is AT THE HEAD OF NAVIGATION of Bayou Courtableau, and enjoys cheap transportation by water to New Orleans, the East and West, and low freights by both water and rail via the Southern Pacific Railway, which runs through the town. The cost of raw material and the finished product is thus reduced to a minimum, and the saving on Northern and Western freights alone make a profit of 10 to 25 per cent. to manufacturers located here.

Fourth.—Washington is situated in St. Landry Parish, adjoining the famous Teche Sugar Country, and every diversity in crops is grown. Some of the largest sugar plantations in Louisiana adjoin Washington, and rice, cotton, corn and oats yield enormous crops.

Fifth.—Labor in abundance is available for small manufacturing plants at very low cost.

WASHINGTON INVITES INQUIRIES.

For detailed information regarding its advantages and inducements for new industries address

LEON WOLFF, Mayor, Washington, La.

INVESTORS.—Attention is called to inducements offered by the town of

CLAREMONT, VA.

Fine Location for Factories, Mills, etc. Situated on the James river (deep water). Address

Claremont Citizens' Improvement Committee.
CLAREMONT, SURRY CO., VA.

GEO. A. HYDE,
Real Estate in all Branches.
J. R. HOWARD, C.E. S. J. DAVENPORT, M.E.
Special attention given to the
SALE OF MINES,
Mineral, Timber and Quarry Lands,
LAWRENCE BUILDING,
Rooms 16 and 17,
615 and 617 14th Street,
WASHINGTON, D. C.

FREE SITES & BUILDINGS

FOR LEGITIMATE MANUFACTURERS!

DO YOU wish a better location for your plant than the one you occupy at present?
DO YOU desire factory sites and buildings erected after your own plans and specifications as a donation?

WE OFFER YOU a choice of locations in ILLINOIS, OHIO, INDIANA, &c. also in the cities of CHICAGO, MILWAUKEE, ST. PAUL, DULUTH, &c. with lowest freight rates to and from all points. ADDITIONAL CAPITAL ALSO PROVIDED.

WRITE FOR PARTICULARS
YOUR BUSINESS WILL BE TREATED CONFIDENTIALLY AND PROMPTLY.

ADDRESS
F. S. MORDAUNTE
CHAMBER OF COMMERCE BLDG., CHICAGO
THIRD NATIONAL BANK BLDG., CINCINNATI, O.

THE BRADSTREET Mercantile Agency

WAS ESTABLISHED IN 1849.

Is the oldest and financially the strongest organization of its kind, working in one interest and under one management, with more capital invested in the business, and expends more money every year for the collection and dissemination of its information than any similar institution in the world. Its reports are considered in the light of a guide by both investors and those contemplating the granting of credit. In addition to a large corps of skilled employees, more than one hundred thousand correspondents contribute the result of their investigation and opinions. Subscriptions are annual, and may commence at any time the subscriber elects. Details as to prices and terms will be furnished upon application.

CHARLES F. CLARK, President.
Baltimore Office, - American Building.
H. KERSHAW, Supt.

BALTIMORE & OHIO R. R. CO.

The Baltimore & Ohio Railroad runs through this property, and has a terminus at Curtis Bay.

ELECTRIC RAILWAY.

An Electric Railway is now completed from the City of Baltimore to the Sugar Refinery (near the southern limits of this property), the fare upon which will be only five cents, the cars to be run every ten minutes, and thereby making it a part of Baltimore City, as well as easy of access at all hours.

CHURCHES.

The town contains a Presbyterian, a Catholic, a Methodist, a Baptist and an Episcopal Church.

BUILDING LOTS.

Capitalists and Builders to erect houses in this growing town, both for sale or to rent, will find a rare opportunity for investment; as the demand for houses is greater than the supply.

The Company will sell or lease water fronts, or lots for manufacturing and for dwelling purposes, at moderate rates.

Manufacturers will find it to their interest to examine this property before locating elsewhere.

For particulars and prices, apply to

WILLIAM S. RAYNER, President,

No. 8 East Lexington Street,

BALTIMORE, MD.

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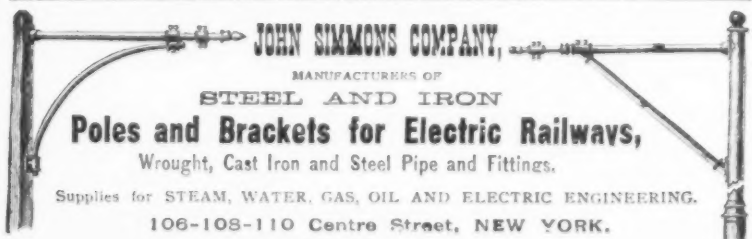
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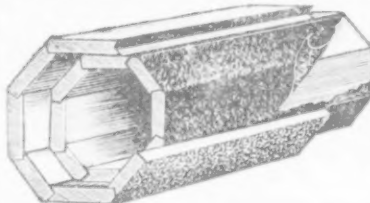
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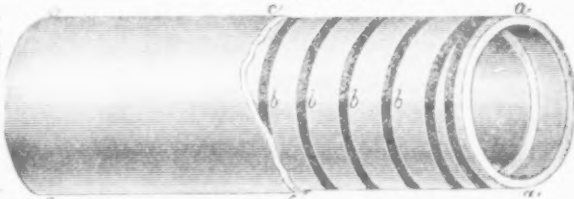
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